MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 228

CONTRACT NUMBER : 9375 (1980)

CONTINUED

1981 SW 89th Ave.-Pac. Hwy. 9375
(Tualatin) Sec., SW Nyberg Rd. (Gr.,
pav., sign., sig., & landsc.) #3

CONTINUED

ORIGINAL RECORDS

DO NOT REMOVE

FROM TRANSPORTATION BUILDING

The Oregon Department of Transportation

731-0274 (2-88)

1981 SW 89th
(Tualatin)
pav., sign.

C+A 6705 8-18-78

7195 5-23-80; 3-31-81

7506 8-28-81; 9-10-81

RR 1075 10-18-81

1076 6-18-81; 6-29-82

CONTINUED

R/W & CONSTRUCTION

		85%	ST (9%)	CITY (10%)
I-505 FUNDS	1,261,844		133,607	89,071
		85%	ST 15%	15%
MT. HOOD	105,400		18,600	34,775
"	85% 197,056		—	

9375

2.

CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 369
TUALATIN, OREGON 97062
(503) 638-8891

August 31, 1981

Jon Rose
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

SUBJECT: Bypass Signal Maintenance Agreement

Attached is a staff report approved by the City Council at their August 24, 1981 Council Meeting. The purpose of this letter is to formally request you to modify the Signal Maintenance Agreement to include the same provisions that Washington County modified in the Agreement. These are:

1. The State shall notify the City in advance of maintenance cost expected to exceed $5,000.00.

2. The State shall seek the concurrence from the City in making any adjustments to the timing of all lights covered by this agreement.

The City Staff and Council feel that the City should have some say in the timing of all the lights involved in this system because all of these lights are located in the City's Core Area.

If you have any questions about this matter, please contact this office.

Sincerely,

Michael A. McKillip

Michael A. McKillip
City Engineer

MAM/cd

ATTACHMENT

9375

August 28, 1981

Tualatin Fire District
8405 Elligsen Road
Tualatin, OR 97062

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 1506

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement for installation of emergency vehicle pre-emption devices for traffic signals on the Tualatin Bypass.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

9375

2.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9282(4)
SW 89th - Pacific Hwy. Section
Tualatin - Sherwood Road
Washington County

Date: August 25, 1981

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

By letter dated August 19, 1981, Mr. Swan has requested an increase in construction funding for this project. This request will be considered at the time of formal PS&E review.

for Dale E. Wilken

Ouyo 8-26-81

9325

8-25-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9282(3)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80112

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/25/81

8. FEDERAL ROUTE NUMBER: FAU 9282

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

SW 89th Avenue - I-5 Freeway (Tualatin) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY,
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of August 19, 1981 I approve the revised Right of Way Cost to a TEC of $321,859 Federal Funds $273,580.

(Increase TEC $86,859 Federal Funds $73,830)

(Note: Above increase from supplemental funds appn. code 772)

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
Programming

Info	Appr	Rec	Dft	Sign	Act	File
					X	

14. DATE: 8/25/81

15. SIGNATURE OF APPROVING OFFICIAL: E. J. Wilken

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9375

8-21-81

SW 89th AVE - PACIFIC HWY (TUALATIN) SECTION

IX-9282(3)

OW)	TEC	FF	STATE	CITY
I-505	321,859	273,580 (1)	28,967 ✓ (9%)	19,312 ✓ (6%

IX-9282(4)

CONST) APPN CODE 772				
I-505	1,162,664	988,264 ✓	104,640 ✓ (9%)	69,760 ✓ (6
I-80N	124,000	105,400 ✓	18,600 ✓	---
I-80N	604,124	513,505 (2)	----	90,619
	1,890,788	1,607,169	123,240	160,379

(1)

APPN CODE	
823	$199,750
772	73,830
	$273,580

(2)

$513,505	179,434	PRIORITY I OVERPROG (MADRONA - JEAN)
- 197,056 AGGR.	+ 134,000	NYBERG COST OVERRUN
316,449	313,434	= 3,015 OVEROBLIGATED ?

FA UNIT

8/21/81

9375

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 734

8-19-81

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9282 Prefix 234-1959

Project Name S.W. 89th Ave. - Pacific Hwy. (Tualatin)
S.W. Nyberg Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this ____ day of _____, 19__

City of _____

State R/W Section acquired this Right of Way for the City

Certified By: Kenneth Roepe

Regional Right-of-Way Supervisor

Date 8-19-81

_____
Mayor

_____
City Recorder

9375

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

August 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80122
Project No. IX-9282(4)
SW 89th Ave.-Pacific Hwy. (Tualatin) Sec.
Washington County

I request approval of a program change and authorization for an increase in the cost of construction of the subject project based on the fact that the PS&E Estimate exceeds the funds obligated February 18, 1981 under form PR-1240. Approval of this request will involve additional estimated total cost of $281,888 and Federal funds of $239,604.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	%	Appn Code
Present	$1,890,788	$1,607,169	85	772
Previous	1,608,900	1,367,565	85	
Difference	$ 281,888	$ 239,604		

These funds are to come from the FY '81 supplemental allocation.

JLG:bkc

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
Ed Hardt (Region 1)
Gary Zehner
General Files

Form 734-3122

9375

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. IX-9282(3)
S.W. 89th Ave. - I-5 Freeway (Tualatin) Sec.
Washington County

I request approval of a program change to adjust the estimated right-of-way costs based on increases in final settlements of right-of-way parcels as indicated in the enclosed parcel by parcel tabulation.

Approval of this request will involve an increase of $86,859 in total costs and federal obligation of $73,830 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%
Present	$321,859.00	$273,580.00	85
Previous	235,000.00	199,750.00	
DIFFERENCE	$ 86,859.00	$ 73,830.00	

Funding of this increase is from supplemental Interstate Substitution funds Appropriation Code 772 released for obligation.

Enclosed are copies of a revised project agreement estimate and modification of project agreement for the increase in estimated cost.

CL:bkc
Attachments

cc: J. Rose
Judy Smith

G. Zehner
General Files

Form 734-3122

zehner

Oregon State Highway Division
Salem, Oregon August 19, 1981

Federal Aid Project
No. IX-9282(3)

S.W. 89th Ave.-I-5 Freeway (Tualatin) Section
County Road in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right of Way (Sta. 53+00 to Sta. 92+00)

Right of Way	All Required	$270,859.00
	SUBTOTAL	$270,859.00
	Acquisition Expense	51,000.00
	TOTAL	$321,859.00

Length of Project ---------- 1.0 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
ROW	823	$235,000.00	$199,750.00	$21,150.00	$14,100.00
ROW	772	86,859.00	73,830.00	7,817.00	5,212.00
TOTAL	-	$321,859.00	$273,580.00	$28,967.00	$19,312.00

Group 1-100%
Prefix: 234-2529

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin) Programming Estimate $ 1,989,000

Highway FAU 9282 (S.W. Nyberg Rd.) Project Length 0.83 mi.

County 9375 Washington 8-11-81 Completion Time 400 CD

Kind of Work Grading, Paving, Signing, Signals, Landscaping Est. Comp. Date Dec. 1, '82

Prefix 234-1959 Letting Date Sept. 24, '81 Project No. IX-9282(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,574,977.05

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	12,000
Other Railroad Costs	145,800
Permanent Signing	
Permanent Pavement Striping	4,600
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	15,000
On the Job Trainees (1,000 hrs @ 0.80/hr)	800
State Responsibility for Damages	
Signal Controller Testing (Engineering)	12,775 - #1824 Fred Meyer
"OPTICOM" Testing (Engineering)	2,100 TUALATIN FIRE DIST
Bikeway Signs	

revised 8-11-81

$ 193,075.00

Adjust Utilities:

_____	
_____	
_____	
_____	
_____	

Subtotal $ 1,768,052.05

Contingencies (4-1/2%) 79,562.34

Engineering (8, ~~9~~, ~~10~~%) 141,444.16

~~Subtotal~~ $

Credit for _____ _____

Estimated Net Authorization, Construction . . . . $ 1,989,058.55

APPROVED

Rec'd. 8-11-81
EZ
OK

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

~~SUM[illegible]--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 5

Date Aug. 6, '81

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin)

County WASHINGTON

Kind Of Work Grading, Paving, Signing, Signals, Landscaping Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(7%)	103,000-
2	Temporary Protection and Direction of Traffic		All	All	-	12,500-
3	Temporary Signs		Sq. Ft.	300	6-	1,800-
4	Temporary Barricades		Each	39	125-	4,875-
5	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	1,125	10-	11,250-
6	Temporary Plastic Safety Markers		Each	42	80-	3,360-
7	Temporary Reflective Pavement Markers		Each	100	5-	500-
8	Flagmen		Hour	1,500	22 50	33,750-
	ROADWORK					
9	Clearing and Grubbing		All	All	-	15,000-
10	Removal of Structures and Obstructions		All	All	-	7,000-
11	Ditch Excavation		Cu. Yd.	1,415	5-	7,075-
12	Embankment in Place		Cu. Yd.	16,420	3 40	55,828-
13	Topsoil Embankment in Place		Cu. Yd.	920	4-	3,680-
14	Trench Excavation		Cu. Yd.	1,840	6-	11,040-
15	Finishing Roadbed and Slopes		All	All	-	5,000-
16	Watering		M-Gal.	250	10-	2,500-

FORM 734-1736 (1-79)

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 2 of 5

Date Aug. 6, '81

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin)

County WASHINGTON

Kind Of Work Grading, Paving, Signing, Signals, Landscaping Length 0.83 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
17	Coarse Aggregate Base		Ton	2,000	6 50	13,000 -
18	3/4" - 0 Aggregate Base		Ton	100	6 75	675 -
19	Lime Treated Subgrade		Sq. Yd.	32,500	1 25	40,625 -
20	Lime for Treated Subgrade		Ton	365	79 -	28,835 -
21	Treated Base Mixture		Ton	13,000	9 -	117,000 -
22	Cement in Treated Base Mixture		Ton	715	77 -	55,055 -
23	Class "B" Asphalt Concrete Mixture		Ton	8,000	15 50	124,000 -
24	Asphalt Cement in Mixture		Ton	450	177 -	79,650 -
25	Concrete in Box Culvert		Cu. Yd.	60	240 -	14,400 -
26	Reinforcement in Box Culvert		Lb.	8,000	0 60	4,800 -
27	8 - inch Culvert Pipe		Lin. Ft.	588	5 50	3,234 -
28	12 - inch Culvert Pipe		Lin. Ft.	136	11 50	1,564 -
29	15 - inch Culvert Pipe		Lin. Ft.	100	14 -	1,400 -
30	18 - inch Culvert Pipe		Lin. Ft.	116	18 50	2,146 -
31	12 - inch Sewer Pipe		Lin. Ft.	2,941	16 50	48,526 50
32	15 - inch Sewer Pipe		Lin. Ft.	580	19 -	11,020 -
33	18 - inch Sewer Pipe		Lin. Ft.	230	16 50	3,795 -
34	24 - inch Sewer Pipe		Lin. Ft.	126	28 -	3,528 -
35	30 - inch Arch Type Pipe		Lin. Ft.	190	36 -	6,840 -
36	Extra for Pipe Under Pavement		Lin. Ft.	425	10 -	4,250 -
37	2 - inch Electrical Conduit		Lin. Ft.	150	3 -	450 -
38	4 - inch Electrical Conduit		Lin. Ft.	320	4 -	1,280 -
39	Concrete Manholes		Each	5	1,200 -	6,000 -
40	Concrete Inlets, Type CG-1		Each	14	450 -	6,300 -
41	Concrete Inlets, Type CG-2		Each	37	450 -	16,650 -
42	Concrete Inlets, Type G-2MA		Each	2	550 -	1,100 -

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 3 of 5

Date Aug. 6, '81

Section S.W. 89th Ave - Pacific Hwy. (Tualatin) County WASHINGTON

Kind Of Work Grading, Paving, Signing, Signals, Landscaping Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
43	6-inch Drain Pipe		Lin. Ft.	576	5 50	3,168-
44	Filter Fabric		Sq. Yd.	570	1 50	855-
45	Gravel in Drains		Cu. Yd.	60	20-	1,200-
46	Guard Rail, Type 1		Lin. Ft.	25	10-	250-
47	Guard Rail, Type 2A		Lin. Ft.	113	13-	1,469-
48	Guard Rail Anchors, Type 1		Each	1	300-	300-
49	Rail End Pieces, Type B		Each	2	50-	100-
50	Rail End Pieces, Type C		Each	1	75-	75-
51	CL-6 Chain Link Fence		Lin. Ft.	70	9-	630-
52	Concrete Walks		Sq. Yd.	5,400	11 50	62,100-
53	Concrete Driveways		Sq. Yd.	60	15-	900-
54	Concrete Curbs		Lin. Ft.	13,050	4 25	55,462 50
55	Concrete Islands		Cu. Yd.	35	180-	6,300-
56	Extra for Asphalt Approaches		Each	8	175-	1,400-
57	Extra for Asphalt Walks		Sq. Yd.	240	15-	3,600-
58	Paved Culvert End Slopes		Sq. Ft.	70	10-	700-
59	Drainage Curbs		Lin. Ft.	135	3-	405-
60	Delineators, Type 2		Each	20	22-	440-
61	Delineators, Type 4		Each	4	12-	48-
62	Adjusting Manholes		Each	3	175-	525-
63	Reconstructing Concrete Manholes		Each	4	650-	2,600-
64	Adjusting Inlets		Each	1	175-	175-
65	Furnishing and Installing Mailbox Posts		Each	2	100-	200-

FORM 734-1736 (1-79)

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 4 of 5

Date Aug. 6 31

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin) County WASHINGTON

Kind Of Work Grading, Paving, Signing, Signals, Landscaping Length 0.83 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
66	Removal of Existing Sign Installations		All	All	-	3,500-
67	Wood Sign Posts		All	All	-	3,375-
68	Horizontal and Vertical Sign Mounting Arms		All	All	-	1,122-
69	Type "C" and "D" Signs in Place		Sq. Ft.	138	10-	1,380-
70	Type "EE" Signs in Place		Sq. Ft.	50	12-	600-
71	Type "M" Signs in Place		Sq. Ft.	12	10-	120-
72	Type "U" and "V" Signs in Place		Sq. Ft.	250	14-	3,500-
73	Move and Reinstall Existing Signs and Supports		All	All	-	2,600-
	TRAFFIC SIGNALS					
74	Traffic Signal Installation, Nyberg Rd. at Fred Meyer and K-Mart Accesses ALL		All	All	-	(*) 66,271-
75	Traffic Signal Installation, Other	CITY	All	All	-	310,476-
76	Fire Pre-emption System, Complete	TUALATIN FIRE DIST	All	All	-	26,346-
77	Traffic Control Programs, Complete	CITY 1/6	All	All	-	60,000-
		(*) AMOUNT OF BID LESS $22,300 (SALVAGE)				

FORM 734-1736 (1-79)

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 5 of 5

Date Aug. 6, '81

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin)

County WASHINGTON

Kind Of Work Grading, Paving, Signing, Signals, Landscaping Length 0.83 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	LANDSCAPING					
78	Roadside Seeding and Mulching		Acre	3	800-	2,400-
79	Furnishing and Planting Trees		Each	85	50-	4,250-
80	Furnishing and Planting Shrubs		Each	1,363	6-	8,178-
81	Furnishing and Planting Vines		Each	10,577	0 65	6,875 05
82	Bark Mulch		Unit	68	100-	6,800-
83	Soil Conditioner		Cu. Yd.	500	10-	5,000-
84	Irrigation System		All	All	-	45,000-

9375

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8386
Date: July 24, 1981

TO: D. H. MOEHRING, Asst. State Highway Engineer
Project Management
Attention: D. E. Swan

File No: 234-1959

FROM: T. A. SPENCE
Plan and Program Manager

Earl Meehan for Ted Spence

SUBJECT: S.W. 89th-PACIFIC HIGHWAY, NYBERG ROAD
CITY OF TUALATIN
WASHINGTON COUNTY
234-1959

The current federal obligation for construction of this project is less than the amount authorized by MSD. A comparison of the amount authorized by the MSD Priority 1 list with the current federal obligation follows:

Agency	Authorized (federal $)	Obligated (federal $)
City of Tualatin	$1,441,599	$1,367,565
ODOT	105,400	0
TOTAL	$1,546,999	$1,367,565

Subtracting the federal obligation from the authorized amount shows that we are under-obligated by $179,434 (federal).

To advance this project to contract this fiscal year, please transfer $179,434 (federal) from the existing right-of-way obligation for Madrona-Jean, S.W. Lower Boones Ferry Road, IX-9473(?). We will replenish the right-of-way obligation for Lower Boones Ferry Road in FY 1982.

There is an additional $134,000 (federal) set up for Nyberg Road in the supplemental IX funds which should be available shortly.

In a related matter, MSD transaction number 8107152 (copy attached) has transferred $300,000 (federal) from the Barnes Road project to Nyberg Road. Even with this transaction, there are not enough federal funds to match our construction estimate. The City of Tualatin will supply local funds to make up the shortfall.

TAS:ECM:PE

xc: D. R. Adams
J. D. McClure
G. P. Zehner

Attachment

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

15-Jul-81

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER APPROVED ADJUSTMENT REQUEST DTD 26-MAY-81

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 27 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

TRANSACTION #: 8107152
PROJECT: SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I
FUNDING: I505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS
PROJECT FUNDING COMBINED-ADJUSTMENT ONLY FOR THIS FUNDING
SPONSOR: WASHINGTON COUNTY
FILE # : 7537295
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS**********			******NEW STATUS*******		
TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING					
99,485	165,250	-65,765	0	-65,765	99,485
RIGHT OF WAY ACQUISITION					
210,400	0	210,400	0	210,400	210,400
CONSTRUCTION					
565,001	0	565,001	-300,000	265,001	265,001
TOTAL					
874,886	165,250	709,636	-300,000	409,636	574,886

FAU FUNDS 99,485 I505 FUNDS 475,401

PROJECT: SW NYBERG ROAD-SW 89TH AVE TO I5-UNIT #2
FUNDING: I505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS
PROJECT FUNDING COMBINED-ADJUSTMENT ONLY FOR THIS FUNDING
SPONSOR: CITY OF TUALATIN
FILE # : 7537084

PRELIMINARY ENGINEERING					
180,292	172,755	7,537	0	7,537	180,292
RIGHT OF WAY ACQUISITION					
197,197	199,750	-2,553	0	-2,553	197,197
CONSTRUCTION					
1,383,879	0	1,383,879	300,000	1,683,879	1,683,879
TOTAL					
1,761,368	372,505	1,388,863	300,000	1,688,863	2,061,368

FAU FUNDS 180,292 HOOD FUNDS 319,232 I505 FUNDS 1,561,844

[illegible]
372*22* 304491*33* 383509**** 0 475401
370*22* 137486*32* 585283*33* 352231**** 0 1561844

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 24, 1981

File No: 334-1959

TO: JACK SULLIVAN
Specifications Engineer

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Hervin Company R/W No. 51259
S.W. 89th - I-5 (Tualatin Section)
S.W. Nyberg Road - Washington County

REFERRED TO
Beard Steudenmeyer
Cole
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

The Hervin Company, who is dedicating a parcel of property for the subject project, needs assurance that their railroad spur leading to their plant will remain open and free of any obstructions during construction of the project. The railroad spur extends from Boones Ferry Road adjacent to and parallel with the project to the Hervin Company plant where they manufacture Blue Mountain Dog Food.

It appeared to me that the best assurance we could give them would be to cover this in the special provisions for the project. In discussing this with Rod Burrows of the Hervin Company, he requested that we require our contractor to notify the plant 24 hours in advance for authorization to close the railroad spur. This will allow the plant to schedule railroad car deliveries that would not conflict with the contractors closure.

For work with ten feet of the centerline of the railroad trackage, the company requests the contractor notify them for authorization to obstruct this area so the activities of the contractor and the plant can be coordinated. The notification would only be for short-time work activities. I would anticipate the longer term closure only occurring during possible paving operations on Bonnes Ferry Road and Hervin's driveway access into the plant.

Please work up some type of verbiage in the special provisions that would cover their concerns.

po

cc: D. R. Adams
Marion Craft
Bruce Boyd
Duane Christensen
Ken Rolfe
Mike McKillip

xc: Versteeg

Anderson
Christensen
Olson
Sullivan
Terpin
Tyson
Wekerlig

RECEIVED
JUL 1981
ROAD DESIGN SECTION

Do Not
Return To
Bring Up
Action

ASHE
CAE
FOE
QCE
SCS
EEO

RECEIVED
JUL 24 1981
CONSTRUCTION BRANCH

OIL
CA
LE
TC
FE
CP

S.W. NYBERG ST.

23 24

Clark Lumber Co.
730-709
759-765,6
830-351

G.E.&E.A. Bastin
921-641

Fd. 1½" I. Pipe (4-3-78)
N 633,537.08
E 1,418,647.54

Fd. ¾" I. Pipe (4-3-78)
N 633,436.58
E 1,418,640.59

Fd. 5/8" I.R. (4-3-78)
N 633,434.65
E 1,418,740.69

Fd. Prop. Cor. (4-3-78)
N 633,432.79
E 1,418,815.61

City of Tualatin
+53.54 756-922
725-187

S 29°30' W

40

+40

10'

Perm.

Ease.

5,700 ± Sq. Ft. Slopes and Drainage Ease.

0.88 Ac.± Lt.

78+12.27 P.C.

Perm.

Ease.

0.17

(5-16-78) B' 14+68.18 P.I.
Fd. 5/8" I.R.
N 633,254.96
E 1,418,786.12

N 633,293.68
E 1,418,607.05

Set 5/8" I.R. (3-10-78)
N 633,259.62
E 1,418,969.77

51541
38,800 ± Sq. Ft.

75

Set 5/8" I.R. (3-10-78)
N 633,264.78
E 1,419,305.90

51256
3,700 ± Sq. Ft.
60' ± Perm. Ease.
0.31 Ac.± Rt.
J.P.& V.L. Addington
437-334

51257
3,700 ± Sq. Ft.
Slopes
0.31 Ac.± Rt.
A.N.& I.G. Sundstrom
423-709

51258
14,740 ± Sq. Ft.
350 ± Sq. Ft.
Perm. Ease.-Slopes and Drainage
0.78 Ac.± Rt.
D.M.& J. Conover
1079-888

J.T.& D. Cates
958-794

S.C.& D. Sposito
1045-854

51255
T.& M.C. Saarinen

+80 J.P. Addington (L.P.)
+95 955-409

45

60'

82.71'

S 29°30' W 632.15'

S.W. NYBERG ST.

Δ=4°
T=339.04'

M 10+39.7

M 11+97.33

367.08' R.C.R.
Δ=24°35'21"
T=80.00'

78+12.27 P.C.

The Herrin Company
741-981
535-320
539-497
535-483

Clark Lumber Co.
730-709
759-765,6
830-351

G.E.&E.A. Bastin
921-641

Fd. 1½" I. Pipe (4-3-78)
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E 1,418,647.54

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E 1,418,740.69

Fd. Prop. Cor. (4-3-78)
N 633,432.79
E 1,418,815.61

f Tualatin
4 : 756-922
925-187

Set 5/8" I.R. (5-24-78)
N 633,355.80
E 1,419,035.80

Fd. 5/8" I.R. (5-24-78)
N 633,353.24
E 1,419,292.08

Const. Aprnch Rd.

+23

+75

M 14+04.28 P.I.
N 633,369.45
E 1,419,950.42

(5) 11,000 sq.ft.

2 5,700 sq.ft. 0.88 Ac.± Lt. Slopes and Drainage

Perm. Ease.

20'

10'

8.25 Ac.± Lt. Slopes and Drai

Ease.

2 0.17 Ac.±

Perm.

Set 5/8" I.R. (3-10-78)
N 633,299.10
E 1,419,305.90

(3-16-78) 'B' 14+68.18 P.I.
Fd. 5/8" I.R.
N 633,254.96
E 1,418,786.12

N 633,293.68
E 1,418,607.05

Set 5/8" I.R. (3-10-78)
N 633,259.62
E 1,418,969.77

51541
1 38,800 sq.ft.

Set 5/8" I.R. (3-10-78)
N 633,269.78
E 1,419,305.90

51256
1 3,700 sq.ft.
2 1,260 sq.ft.
Perm Ease. - 0.31 Ac.± Rt.

J.P.& V.L. Addington
437-334

51257
1 3,700 sq.ft.
2 1,260 sq.ft.
Slopes 0.31 Ac.± Rt.

A.N.& I.G. Sundstrom
423-709

51258
1 14,740 sq.ft.
2 2,350 sq.ft.
0.78 Ac.± Rt.

J.T.& D. Cates
958-794

D.M.& J. Conover
1079-888

S.C.& D. Sposito
1045-854

51259
1 1.48 Ac.±
3 0.46 Ac.±

Perm. Ease: Slopes and Drainage

M.C. Saarinen

Addington (C.P.)
5-409

9375

WASHINGTON COUNTY

Inter-Department Correspondence

Date July 24, 1981
For Meeting of: July 28, 1981

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Construction Finance Agreement - Nyberg Road

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 81-409
DATE 7-28-81
BY Jo Ann Johansen
CLERK OF THE BOARD

Your Board is requested to approve an agreement with the Oregon Department of Transportation for the placement and continuing operation of a series of traffic signals associated with this road improvement project. Staff has recommended several modifications to the agreement.

Background

The Nyberg Road Bypass project is one of the County's Interstate Transfer projects within this year's METRO funding stream. At present the project is being organized by ODOT for bidding in September or October of this year.

The action being requested by the State is a three-party agreement between the State and the jurisdictions of Tualatin and Washington County. As noted above, a signal system (series of signals) associated with the bypass will be constructed under the project's funding. The need is for an agreement to operate and maintain these signals.

The State's proposed agreement gives ODOT full control over the operation of the signals. The County would be required to pay power costs and to reimburse the State for maintenance costs as billed by ODOT.

Staff Recommendations

Since the County is not equipped and staffed to maintain signals and ODOT is, the dependence upon ODOT is recognized. However, as proposed by the State the contract is not fully acceptable. Staff recommends that the following language be added on page 2 under "State Obligations, 3.":

1. A limit of $5,000 per signal per year is set for routine maintenance costs above which the state will seek the concurrence from the County prior to performing work.

2. The State will involve the County's traffic engineer in the process of defining signal timing patterns.

RECOMMENDATION: Your Board approve this construction-finance agreement with the Oregon Department of Transportation for Nyberg Road traffic signals subject to the above modifications.

Respectfully submitted,

Larry Rice

9375

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin) Programmi Estimate $ 2,042,000

Highway FAU 9282 (S.W. Nyberg Rd.) Project Length 0.83 Miles

County Washington 7-23-81 Completion Time 400 CD

Kind of Work Grading, Paving, Signing, Signals, Landscaping Est. Comp. Date Nov. 1, '82

Prefix 234 - 1959 Letting Date Aug. 27, '81 Project No. IX - 9282(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,626,434 55

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	12,000	
Other Railroad Costs	145,800	
Permanent Signing		
Permanent Pavement Striping	4,600	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment	15,000	
On the Job Trainees (1,000 hrs. @ 0.80/hr)	800	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	12,775	
"OPTICOM" Testing (Engineering)	2,100	
Bikeway Signs		

Adjust Utilities:

_____		
_____		
_____		
_____		
_____		

Subtotal $ ~~193,075 00~~ 188,475 00

Revi

	~~1,819,509 55~~ 1,814,909 55
Contingencies (4-1/2%)	~~81,827 73~~ 81,677 73
Engineering (8, ~~9~~, ~~10~~%)	~~84,670 76~~ 145,560 76 ~~145,192~~
Subtotal	$
Credit for _____	
Estimated Net Authorization, Construction	$ ~~2,041,173 24~~ 2046,948 24

APPROVED

Rec'd 7-23-81

EL

OK

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION Sheet 1 of 5

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE Date June 29, '81

ction S.W. 89th Ave.- Pacific Hwy. (Tualatin) County WASHINGTON

nd Of Work Grading, Paving, Signing, Signals, Ldsping Length 0.83 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(7%)	106,000-
Temporary Protection and					
Direction of Traffic		All	All	-	12,500-
Temporary Signs		Sq.Ft.	300	6-	1,800-
Temporary Barricades		Each	39	125-	4,875-
Temporary Continuous Rail Traffic					
Barriers, Reflectorized		Lin. Ft.	1,125	10-	11,250
Temporary Plastic Safety Markers		Each	42	80-	3,360
Temporary Reflective Pavement					
Markers		Each	100	5-	500-
Flagmen		Hour	1,500	23 50	35,250
ROADWORK					
Clearing and Grubbing		All	All	-	15,000
Removal of Structures and Obstructions		All	All	-	7,000
Ditch Excavation		Cu.Yd.	1,385	5-	6,925
Embankment in Place		Cu.Yd.	17,340	3 40	58,956
Extra for Selected Topsoil Material		Cu.Yd.	920	4-	3,680
Trench Excavation		Cu.Yd.	1,730	8-	13,840
Finishing Roadbed and Slopes		All	All	-	5,000-
Watering		M-Gal.	250	15-	3,750

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 5

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE — Date June 29, '81

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin) — County Washington

Kind Of Work Grading, Paving, Signing, Signals, Landscaping — Length 0.83 mi. — Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Aggregate Base		Ton	2,000	6.75	13,500
Aggregate Leveling Course		Ton	100	7.75	775
Lime Treated Subgrade		Sq.Yd.	32,500	1.25	40,625
Lime for Treated Subgrade		Ton	365	79.-	28,835
Treated Base Mixture		Ton	13,000	10.25	133,250
Cement in Treated Base Mixture		Ton	715	77.-	55,055
Class "B" Asphalt Concrete Mixture		Ton	8,000	16.75	134,000
Asphalt Cement in Mixture		Ton	450	178.-	80,100
8-inch Culvert Pipe		Lin.Ft.	588	6.50	3,822
12-inch Culvert Pipe		Lin.Ft.	136	13.50	1,836
15-inch Culvert Pipe		Lin.Ft.	100	16.-	1,600
18-inch Culvert Pipe		Lin.Ft.	266	21.50	5,719
12-inch Sewer Pipe		Lin.Ft.	2,901	19.50	56,569.50
15-inch Sewer Pipe		Lin.Ft.	580	22.-	12,760
18-inch Sewer Pipe		Lin.Ft.	230	19.-	4,370
24-inch Sewer Pipe		Lin.Ft.	126	33.-	4,158
30-inch Arch Type Pipe		Lin.Ft.	190	42.-	7,980
Extra for Pipe Under Pavement		Lin.Ft.	425	15.-	6,375
2-inch PVC Pipe		Lin.Ft.	150	4.-	600.-
4-inch PVC Pipe		Lin.Ft.	320	5.-	1,600.-
Concrete Manholes		Each	5	1,200.-	6,000.-
Concrete Inlets, Type G-1		Each	14	450.-	6,300
Concrete Inlets, Type G-2		Each	35	500.-	17,500
Concrete Inlets, Type G-2MA		Each	2	550.-	1,100.-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 3 of 5

Date June 29 '81

ction S.W. 89th Ave. - Pacific Hwy. (Tualatin) County WASHINGTON

nd Of Work Grading, Paving, Signing, Signals, Landscaping Length 0.83 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
6-inch Drain Pipe		Lin. Ft.	576	6⁻	3,456⁻
Filter Fabric		Sq. Yd.	570	2⁻	1,140⁻
Gravel in Drains		Cu. Yd.	60	20⁻	1,200⁻
Guard Rail, Type 1		Lin. Ft.	25	15⁻	375⁻
Guard Rail, Type 2A		Lin. Ft.	113	20⁻	2,260⁻
Guard Rail Anchors, Type 1		Each	1	300⁻	300⁻
Rail End Pieces, Type B		Each	2	75⁻	150⁻
Rail End Pieces, Type C		Each	1	100⁻	100⁻
CL-6 Chain Link Fence		Lin. Ft.	70	12⁻	840⁻
Concrete Walks		Sq. Yd.	5,400	12.50	67,500
Concrete Driveways		Sq. Yd.	60	16.50	990
Concrete Curbs		Lin. Ft.	13,050	4.50	58,725
Concrete Islands		Cu. Yd.	35	180⁻	6,300
Extra for Asphalt Approaches		Each	8	200⁻	1,600
Asphalt Walks		Sq. Yd.	240	15⁻	3,600⁻
Paved Culvert End Slopes		Sq. Ft.	70	12⁻	840⁻
Drainage Curbs		Lin. Ft.	135	5⁻	675
Delineators, Type 2		Each	20	22⁻	440⁻
Delineators, Type 4		Each	4	15⁻	60⁻
Adjusting Manholes		Each	3	175⁻	525
Reconstructing Concrete Manholes		Each	4	750⁻	3,000⁻
Adjusting Inlets		Each	1	250⁻	250⁻
Furnishing and Installing Mailbox Posts		Each	2	100⁻	200⁻

OREGON STATE HIGHWAY DIVISION — Sheet 4 of 5

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE — Date June 29, '81

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin) — County WASHINGTON

Kind Of Work Grading, Paving, Signing, Signals, Landscaping — Length 0.83 mi. — Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
SIGNING					
Removal of Existing Sign Installations		All	All	-	3,500-
Wood Sign Posts		All	All	-	3,375-
Horizontal and Vertical Sign Mounting Arms		All	All	-	1,122-
Type "C" and "D" Signs in Place		Sq. Ft.	138	10-	1,380-
Type "EE" Signs in Place		Sq. Ft.	50	12-	600-
Type "M" Signs in Place		Sq. Ft.	12	10-	120-
Type "U" and "V" Signs in Place		Sq. Ft.	250	14-	3,500-
Move and Reinstall Existing Signs and Supports		All	All	-	2,600-
TRAFFIC SIGNALS					
Traffic Signal Installation, Nyberg Rd. at Fred Meyer and K-Mart Accesses		All	All	-	66,271-
Traffic Signal Installation, Other		All	All	-	310,476-
Fire Pre-emption System, Complete		All	All	-	26,346-
Traffic Control Programs, Complete		All	All	-	60,000

OREGON STATE HIGHWAY DIVISION — Sheet 5 of 5

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE — Date June 29, '81

Section S.W. 89th Ave. - Pacific Hwy. (Tualatin) — County WASHINGTON

Kind Of Work Grading, Paving, Signing, Signals, Landscaping — Length 0.83 mi. — Name Bricher

	Item	Code	Unit	Quant.	Unit Cost	Total
	LANDSCAPING					
76	Roadside Seeding and Mulching		Acre	3	800-	2,400-
77	Furnishing and Planting Trees		Each	85	50-	4,250-
78	Furnishing and Planting Shrubs		Each	1,363	6-	8,178-
79	Furnishing and Planting Vines		Each	10,577	0 65	6,875 05
80	Bark Mulch		Unit	68	100-	6,800-
81	Soil Conditioner		Cu.Yd.	500	10-	5,000-
82	Irrigation System		All	All	-	45,000-

Tualatin

9375

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7 22 81
Donald L Rout

Aug 27 '81 Bid Letting _____ All Clear Deadline

SECTION SW 89th Ave.-Pacific Hwy.
Highway FAU 9282
County Washington County Region Metro
Type of Work G, P, Sn, Sig, 4-Ln Funds _____
State ____ Consultant ____ Plans Avail. ___Yes ___No

Tour
1

Coust Noise ✓
Shrub/Tree buffer ✓
Envir Impacts ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration		X			
Project Assessment	X				
Write-off Letter					X
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.	X				
Corps of Engineers		X			
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			
Cultural Salvage	X				
NOISE:					
Noise Study		X			

Letter Notice because of wetlands

9375 7-14-81

S.W. 89th Ave. – Pacific Hwy (Tualatin)

Summary of Funds (85%) (8%) (7%)

Description	Total Cost	Federal Funds	State Funds	other Funds
	$	$	$	$
Roadway	1,339.809.00	1,138,838.00	107,185.00	93,786.00
Signals	446,425.00	379,461.00	35,714.00	31,250.00
subtotal	1,786,234.00	1,518,299.00	142 899.00	125,036.00
Reserve	145,800.00	123,930.00	21 870.00	—
Total (RR work)	1,932,034.00	1,642,229.00	164,769	125,036.00

Group 1 100%

Contract NO.

Prefix 234- 1959 (PE)

234- 10 (Constr.)

7-14-81
Mershon says hold for
Supplementary IX funds.
EL

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2-18-87

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., S.W. Nyberg Road 65		ADT	PRESENT 12,500	FUTURE ----- (66)(70)	YEAR ---- (71)(72)	REGION 10	STATE NAME Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Gr., Dr., H-T Pave, Signals 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (73)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER IX- 23 9282 7				
CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitution General Funded								COUNTY NAME Washington					
	NAME OF URBAN AREA 17-31 Portland								ROUTE NO. U	FEDERAL-AID 9282 (32)		STATE Co. Rd. (36)(37)	U.S. -----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS Tualatin
1	(1415)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6203/04 Y031		"S.W. 89th Ave.- Pacific Hwy. (Tualatin) Section"	0.831	1,608,900	1,367,565	131,057	110,278
								0.831	1,608,900	1,367,565	131,057	110,278

CARD	CODE	PREPARED BY	
1	1	DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES 10-4-79 10-1-80	(16) (23)(24) (33)

REMARKS
Additional Data: Item No. 8011
M-9282(2) & I

234-1959

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

2-18-87

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., S.W. Nyberg Road	ADT	12,500	-----	----	10	Oregon	41	772	80112

RK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
Signals								IX-	9282	(4)		

nterstate Substitution General Funded

Portland

COUNTY NAME: Washington — CODE

ROUTE NO. U — FEDERAL-AID 9282 — STATE Co. Rd. — U.S. -----

PROGRAM STAGE: [ ] 1 OR [ ] 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS Tualatin	CHARACTER OF PROPOSED WORK (Full description)
W								
NST /04 31		"S.W. 89th Ave.- Pacific Hwy. (Tualatin) Section"	0.831	1,608,900	1,367,565	131,057	110,278	
	DRH	PROJECT TOTALS	0.831	1,608,900	1,367,565	131,057	110,278	

ESTIMATED PROJECT COST BY PHASES

VAL DATES
10-4-79
10-1-80

REMARKS
Additional Data: Item No. 80112; Project Nos. M-9282(2) & IX-9282(3).

-over-

USCOMM DUSCOMM-DC 48905-P61

S.W. 89th Ave.-Pacific Hwy. (Tualatin)
Project No. IX-9282(4)

Remarks continued:

Project Data: The work under this project consists of grade, drain and H-T pavement partial on new alignment to provide a basic 4-lane section with left-turn median lane, cross streets to be widened at intersections with new alignment existing traffic signals to be upgraded as required, install multiphase traffic signals on new alignment at Boones Ferry Rd. and Martinozzi Avenue, Utility adjustments as required and incidental work common to this type of project.

Accommodation of Utilities: A State-City-County agreement to comply with paragraph 6d(1) of PPM 30.4.1 was executed 6-13-80.

Maintenance: A State-City-County agreement to comply with Section 116, Title 23 U.S.C. was executed 6-13-80.

Fiscal Data:

TEC	FF	STATE	CITY	
$1,249,522	$1,062,094	$ 112,457	$ 74,971	(I-505)
124,000	105,400	18,600	-----	(I-80N)
235,378	200,071	--	35,307	(I-80N)
$1,608,900	$1,367,565	$ 131,057	$ 110,278	

Data For PR 37:

Type Code	6203/6204	$1,198,900
	Y031	410,000
	TOTAL	$1,608,900

Note:
1) This project is in Congressional District No. 1.
2) On-the-job trainees, as set forth in FHPM 6-4-1-2, will be determined.
3) Included in MSD FY '81 page 132, No. 111.

9375

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 9, 1981

File No: 234-1959

TO: THE FILE

FROM: E.C. MERSHON
Program Engineer

SUBJECT: SW 89th - Pacific Hwy.
Nyberg Road
City of Tualatin
Washington County

We currently have $235,000 (TEC) obligated for R/W on this project. Ken Rolfe has notified us that with the addition of the Tube Forgings parcel, the R/W estimate is now $400,000 (TEC). Of this amount, $360,550 is for the appraised costs of the R/W parcels, the remainder is for the administrative costs of acquisition.

We recently sent a letter to Project Management requesting that the additional federal funds necessary to cover the $400,000 R/W estimate be transferred from the existing construction obligation. We would then replenish the construction obligation from the supplemental FAIX funds. In talking with Cliff Laux, we have not yet exceeded the federal project agreement estimate for R/W and he is holding the programming estimate for R/W anticipating that we may get the supplemental IX funds before we exceed the current federal obligation. If our R/W costs exceed the current obligation before we get the supplemental IX funds, Cliff will go ahead and follow our instructions to de-obligate money from existing construction obligation.

In any case, the R/W obligation with FHWA will not delay the contract for this project. The worst that could happen is that R/W expenditures above the existing FHWA obligation would be financed temporarily with 100 percent state monies until the obligation could be increased with FHWA.

ECM:JS

cc: D.E. Swan
D.R. Adams
J.D. McClure
J.B. Boyd
R. Henry
C. Laux
G. Zehner
K. Rolfe
R. Brooks

2

9375

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 29, 1981

File No: 234-1959

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: SW 89th - Pacific Hwy.
Nyberg Road
City of Tualatin
Washington County
Prefix 234-1959

The current right-of-way estimate for this project is $400,000 (TEC). When you receive the appropriate documentation from the Right-of-Way Section, please increase the federal right-of-way obligation to $340,000 (federal) to match the latest right-of-way estimate.

To obtain obligational authority, please transfer the federal funds needed from the existing construction obligation for this project, IX-9282(4). This transfer is necessary to complete right-of-way acquisition and go to contract during this federal fiscal year. When the supplemental FAIX funds become available, we will need to increase the federal project agreement estimate for construction.

TAS:ECM:JS

cc: D.R. Adams
J.D. McClure
J.B. Boyd
R. Henry
J. Gaither
G. Zehner
K. Rolfe
R. Brooks

G

9375

2

ROW 18-2

June 18, 1981

Mr. D. L. Hawkins
Real Estate Representative
800 Central Building
Seattle, WA 98104

Permit of Entry
SW 89th Ave.-Pacific Hwy.
(Tualatin) Section
SW Nyberg Rd.
Washington County
R/W File 51253
ODOT Agreement No. RR-1076

RAILROAD COMPANIES
FILE No. 1076

Dear Don:

Attached is Burlington Northern's copy of the fully-executed Permit of Entry relating to the subject project.

I really appreciate the effort you put forth in expediting this matter. It is a pleasure working with you.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.

cc: D. D. Gonrowski

bc: D. E. Wilken
J. L. Sollis
J. B. Boyd - w/copy
C. T. Keasey
R. Gormsen - w/original
D. E. Swan - w/copy
Ed Hardt - w/2 copies - PLEASE GIVE A COPY TO RES. ENGR.

9375

2

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: June 11, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1233
Crossing No. 3E-36.15 (Relocated)
3E-36.20 (Closed)
3E-36.14-C

Attached is a copy of Order No. 81-387 issued by the Public Utility Commissioner on June 8, 1981, relative to the above subject matter.

RDT/llr

Attachment

cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
W. W. Geibel - Note Item 2.b.
E. L. Hardt - Please give copy to Resident Engineer. I need to be notified upon completion per Item 7.
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
JUN 12 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ORDER NO. 81-387

ENTERED June 8, 1981

PUC CROSSING NO. 3E-36.15 (Relocated)
(TUALATIN BYPASS ROAD)

OLD PUC CROSSING NO. 3E-36.20 (Closed)
DOT CROSSING NO. 58 299 K
(TUALATIN-SHERWOOD ROAD)

PUC CROSSING NO. 3E-36.14-C Spur (cancelled)
DOT CROSSING NO. 58 298 D See Ira 7-121 Tualatin
(SW BOONES FERRY ROAD, OSH 141)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1233

In the Matter of the Application of WASHINGTON COUNTY for the authority pursuant to ORS 763.030, to relocate and change protection at the grade crossings of Tualatin Bypass Road, (Tualatin-Sherwood Road) and SW Boones Ferry Road and Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Tualatin, Washington County, Oregon.	)	ORDER

On February 10, 1981, Washington County duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to relocate and change protection at the existing railroad-highway grade crossings of Tualatin Bypass Road (Tualatin-Sherwood Road), a road under the jurisdiction of Washington County, and SW Boones Ferry Road (OSH 141), a road under the jurisdiction of Oregon Department of Transportation, Highway Division, and the main track and right-of-way of Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line (across Tualatin Bypass Road), and industrial spur track (across SW Boones Ferry Road), in Tualatin, Washington County, Oregon.

Comments and recommendations on the application were made by Oregon Department of Transportation, Highway Division, by letter dated May 22, 1981.

Commissioner's Order No. 74-982, entered December 19, 1974, in SXF 721, authorized alteration of crossing No. 3E-36.20, Tualatin-Sherwood Road, through installation of additional passive protective devices at the crossing. The additional protective devices were installed at this crossing as an interim measure to improve safety for the traveling public pending the proposed long-term solution of crossing relocation and installation of automatic protective devices.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company; City of Tualatin; Portland General Electric Company; Northwest Natural Gas Company; General Telephone Company of the Northwest, Inc.; Oregon Department of Transportation, Highway Division; and applicant. No objection by any party has been made to the granting of the application.

Tualatin-Sherwood Road is a paved two-way road, 27 feet in width, consisting of two 11-1/2-foot travel lanes and two 2-foot gravel shoulders. It lies basically in an east-west direction. It intersects the track at an angle of 85 degrees. The Tualatin-Sherwood Road terminates at a "T" intersection with SW Boones Ferry Road approximately 25 feet southeasterly of the crossing. The crossing is presently protected by one vehicle stop sign equipped with a continuously flashing red light, a "DO NOT STOP ON TRACKS" sign, a "STOP AHEAD" sign, an advance warning sign equipped with a continuously flashing yellow light, and two crossbucks. Present average daily traffic volume is 5,849 vehicles and is projected to be 6,500 vehicles within five years. There have been six reported train-vehicle accidents at the crossing in the last ten years, resulting in two injuries.

SW Boones Ferry Road is a two-way paved road, 28 feet in width, consisting of two 12-foot travel lanes and two 2-foot gravel shoulders. It lies in a north-south direction. The industrial spur track intersects the road at an angle of 40 degrees. The crossing is presently protected with crossbucks. There have been three reported train-vehicle accidents at the crossing in the last ten years, resulting in no injuries.

Nyberg Road intersects SW Boones Ferry Road at a "T" intersection approximately 220 feet north of the spur track crossing. This intersection is equipped with traffic signals.

Applicant proposes to relocate the Tualatin-Sherwood Road grade crossing approximately 280 feet north of its present location. After relocation the existing crossing will be closed, and the relocated road will be named Tualatin Bypass Road. It will be 74 feet in paved width, consisting from north to south as follows:

West side of Boones Ferry Road--a 2-foot shoulder, a 12-foot westbound travel lane, a 13-foot westbound travel lane, an 8-foot raised median, an 11-foot left-turn lane, a 14-foot eastbound travel lane, a 12-foot eastbound and right-turn travel lane, and a 2-foot shoulder.

East side of Boones Ferry Road--a 2-foot shoulder, one 12-foot westbound right-turn travel lane, a 12-foot westbound travel lane, a 12-foot left-turn lane, an 8-foot median, a 14-foot eastbound travel lane, a 12-foot eastbound travel lane, and a 2-foot shoulder.

At the relocated crossing, the centerline of track will be approximately 30 feet from the paved (west) edge of Boones Ferry Road. Six-foot sidewalks and curbs will be located on each side of the roadway.

The relocated crossing will be protected by a set of cantilevered flashing light and automatic gate signals located in the southwest quadrant, a set of flashing light and automatic gate signals located on the 8-foot wide raised median on the crossing's westerly approach, and a set of flashing light and automatic gate signals located in the northeast quadrant of the crossing. The adjacent intersection of Tualatin Bypass Road-SW Boones Ferry Road will be fully signalized. The traffic signals will be interconnected with the automatic protective devices installed at the relocated crossing. The interconnection will include a train preemption phase in the operation of the traffic signals. A part-time "STOP HERE ON RED" restriction signal (PTR) facing eastbound traffic will be located on the west side of the crossing. The PTR signal will be installed such that it will not obstruct motorists' view of the automatic protective devices installed at the crossing.

As part of the project, SW Boones Ferry Road at the spur track crossing will be widened to 44 feet, consisting of two 12-foot southbound paved travel lanes, and one 20-foot northbound paved travel lane. Island track circuits, supplemented with railroad STOP signs, will be installed on the spur track crossing. The traffic signals at the intersection of SW Boones Ferry Road and Nyberg Road (north of the spur track crossing) and at the intersection of SW Boones Ferry Road and Tualatin Bypass Road (south of the spur track crossing) will be interconnected with the island track circuits. The interconnections will provide a train preemption phase in the operation of each set of traffic signals when railroad movements are made on the spur track. Crossbuck protection will be continued at the spur track crossing.

The proposed relocation and installation of automatic protective devices at the Tualatin Bypass Road crossing, and installation of island track circuits and railroad STOP signs at the SW Boones Ferry Road spur track crossing to provide a train preemption phase in each traffic signal operation cycle will provide improved warning to motorists and pedestrians of railroad movements at both crossings.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, files, and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The Tualatin-Sherwood Road grade crossing shall be relocated to a point approximately 280 feet northerly of its present location and altered as ordered herein. The relocated crossing shall not be opened until the protective devices and traffic signal interconnections ordered herein are installed and operational.

2. In the event of a malfunction or deactivation of the railroad preemption feature of the traffic control system at the adjacent intersections of SW Boones Ferry Road and Tualatin Bypass Road, and SW Boones Ferry Road and Nyberg Road, the following procedure will be implemented:

   a. The Washington County Sheriff shall, within 15 minutes of notification of the malfunction or deactivation, notify the chief dispatcher, Burlington Northern, Inc., located in Vancouver, Washington, of the problem; and

   b. Oregon Department of Transportation, Highway Division, shall provide the Commissioner with written notice of each malfunction or deactivation of said traffic signals of 15 minutes duration or longer.

3. The existing Tualatin-Sherwood Road grade crossing No. 3E-36.20 shall be closed and barricaded immediately upon the opening of the relocated crossing. The barricades ordered herein shall be erected and crossing material removed from the crossing as soon as possible after the opening of the relocated crossing to public use. All work will be completed within 30 days of its closure.

4. Applicant shall:

   a. At crossing No. 3E-36.15, Tualatin Bypass Road;

      (1) Maintain the advance warning pavement markings and advance warning signs ordered herein, and bear all the cost thereof;

      (2) Maintain the stop clearance lines ordered herein, and bear all the cost thereof;

      (3) Maintain the curbing ordered herein, and maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof; and

   b. At crossing No. 3E-36.20, Tualatin-Sherwood Road, maintain the barricades ordered herein, and bear all the cost thereof;

5. Oregon Department of Transportation, Highway Division, shall:

   a. At crossing No. 3E-36.15, Tualatin Bypass Road;

      (1) Construct that portion of the relocated crossing lying outside lines drawn two feet outside each rail to accommodate a paved roadway 74 feet in width, as described in the body of this order, and bear all the cost thereof;

      (2) Bear all the cost of furnishing and installing the automatic signalization and circuitry ordered herein;

(3) Interconnect the traffic signals to be installed at the intersection of Tualatin Bypass Road and SW Boones Ferry Road (to be constructed) with the automatic protective devices ordered herein and provide a train preemption phase in the operation of the traffic signals in accordance with Oregon Department of Transportation, Highway Division, Drawing Sheet No. 8027, dated May 7, 1981, and bear all the cost thereof;

(4) Maintain the traffic signal interconnection, and bear all the cost thereof;

(5) Bear all the cost of constructing that portion of the relocated crossing lying between lines drawn two feet outside each rail to accommodate a roadway 74 feet in width;

(6) Furnish and install 7-inch curbing, commencing at a point not less than 10 feet from the nearest rail as follows:

--North side of Tualatin Bypass Road extending northeasterly from crossing and then turning northerly to conform with SW Boones Ferry Road (total curbing length 100 feet),

--South side of Tualatin Bypass Road extending westerly approximately 100 feet from the crossing;

and bear all the cost thereof;

(7) Furnish and install a standard advance warning sign at an appropriate location on the westerly approach to the crossing, and bear all the cost thereof;

(8) Furnish and install advance warning pavement markings at appropriate locations on each travel lane on the westerly approach to the crossing, and bear all the cost thereof; and

(9) Furnish and install a stop clearance line on each travel approach lane on each side of the track at the crossing, at a point one foot in advance of each automatic gate signal, and bear all the cost thereof.

b. At crossing No. 3E-36.14-C, SW Boones Ferry Road;

(1) Reconstruct that portion of the spur track crossing lying outside lines drawn two feet outside each rail to accommodate a paved roadway 44 feet in width, as described in the body of this order, and bear all the cost thereof;

(2) Bear all the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail from the existing width of 28 feet to 44 feet;

(3) Interconnect the traffic signals to be installed at the intersection of SW Boones Ferry Road and Tualatin Bypass Road and the traffic signals installed at the intersection of SW Boones Ferry Road and Nyberg Road with the island track circuits to be installed on the industrial spur track, to provide a train preemption phase in the operation of each set of traffic signals in accordance with Oregon Department of Transportation, Highway Division, Drawing Sheet No. 8027, dated May 7, 1981, and bear all the cost thereof;

(4) Furnish, install and maintain standard advance warning signs at appropriate locations on each approach to the crossing, and bear all the cost thereof;

(5) Furnish, install and maintain advance warning pavement markings at appropriate locations on each travel lane approaching the crossing, and bear all the cost thereof;

(6) Furnish, install, and maintain stop clearance lines at appropriate locations on each side of the track at the crossing, and bear all the cost thereof; and

(7) Bear all the cost of furnishing and installing the island track circuits and railroad STOP signs ordered herein.

c. At crossing No. 3E-36.20, Tualatin-Sherwood Road;

(1) Bear all the cost of removing all road and crossing material from between the rails and the railroad right-of-way; and

(2) Furnish and install the barricades on each side of the track and bear all the cost thereof.

6. Oregon Electric Railway Company shall:

a. At crossing No. 3E-36.15, Tualatin Bypass Road;

(1) Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 74 feet in width with a 6-foot sidewalk on each side;

(2) Subject to reimbursement as provided herein, furnish and install the following automatic protective devices:

(a) Northeast quadrant--one Commissioner's Standard No. 2 flashing light signal, equipped with a gong, and one Commissioner's Standard No. 4 automatic gate signal;

(b) Southwest quadrant--one Commissioner's Standard No. 2B cantilevered flashing light signal, equipped with a gong, and one Commissioner's Standard No. 4 automatic gate signal;

Each set of signals to be located not less than 12 feet from the centerline of track and not less than 4 feet 1 inch behind the face of the curbing ordered herein;

(c) Median on west approach--one Commissioner's Standard No. 2 flashing light signal, equipped with a gong, and one Commissioner's Standard No. 4 automatic gate, to be mounted on the 8-foot wide raised median on the west approach, and located not less than 12 feet from the centerline of track.

Said signals will be activated by predictor-type devices on the main track;

(3) Subject to reimbursement as provided herein, provide appropriate circuitry for interconnection of the grade crossing protective devices ordered herein with the traffic signals installed at the intersection of Tualatin Bypass Road and SW Boones Ferry Road;

(4) Maintain the automatic signalization, circuitry, and traffic signal interconnection located within the railroad signal case ordered herein and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

b. <u>At crossing No. 3E-36.14-C, SW Boones Ferry Road</u>;

(1) Reconstruct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 44 feet in width, and bear the cost of that portion that constitutes renewal of the existing surface;

(2) Subject to reimbursement as provided herein, furnish and install island track circuits and provide appropriate circuitry for interconnection with traffic

signals at the adjacent intersections of Tualatin Bypass Road-SW Boones Ferry Road and Nyberg Road-SW Boones Ferry Road;

(3) Subject to reimbursement as provided herein, furnish and install two railroad STOP signs to be located one on each side of SW Boones Ferry Road, not less than 10 feet from the centerline of track and;

(4) Maintain the island track circuits, railroad STOP signs, traffic signal interconnection located within the railroad signal case ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

c. At crossing No. 3E-36.20, Tualatin-Sherwood Road, subject to reimbursement as provided herein, remove all road and crossing material from between the rails and the railroad right-of-way and remove the crossbucks at the crossing.

7. Each party shall notify the Commissioner upon completion of its portion of the project.

8. No railroad movement shall proceed across SW Boones Ferry Road without first stopping within 25 feet of the edge of the street. Said railroad movements will not proceed until all vehicle traffic closely approaching the crossing has come to a stop.

Made, entered and effective 6/8/81.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

gpt:0535

VICTOR ATIYEH

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ROW 18-2

February 19, 1981

Mr. C. David Lanning
Transportation Spec.
Rail Rate & Service Div.
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1233
Crossings No. 3E-036.20
3E-036.14-C

Cancelled
Ira
7-12-1
Tualatin

Dear Dave:

In the Matter of the Application of Washington County for the authority, pursuant to ORS 763.030, to relocate and change protection at the grade crossings of Tualatin By-Pass Road (Tualatin-Sherwood Road) and SW Boones Ferry Road and Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Tualatin, Washington County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RECEIVED
STATE HWY ENGR
FEB 20 1981
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RDT/vlw
cc: H. S. Coulter
C. T. Keasey
E. L. Hardt

Form 734-3122

9375

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 7-6

TO: D. E. Swan
Operation Programming Engineer

ATTN: M. C. Holmes

DATE: May 6, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Installations
S.W. 89th Avenue-Pacific Highway (Tualatin)
Tualatin Bypass
Washington County

Construction of the subject project will involve existing and new signals. There will also be changes in jurisdiction of streets and roads. This work requires that a new tri-party agreement be prepared to cover the changes brought about by this project. This agreement would be among the State, City of Tualatin and Washington County. (Participation by Fred Meyer and K-Mart in construction costs is covered by a separate agreement.)

The installation and revisions of signals in this work involves two interconnected systems. As State highways are a part of each system, the State, in order to protect the integrity of the installations, will maintain all of the signals in the systems with the appropriate agency paying for necessary maintenance work.

Listed below are the intersections involved.

Intersection	Cost of Maintenance	Power
Beaverton-Tualatin Hwy. at Nyberg Rd.	State	City
Beaverton-Tualatin Hwy. at Bypass	State	County
Martinazzi at Nyberg Rd.	City	City
Martinazzi at Bypass	County	County
Fred Meyer/K-Mart at Bypass Access	County	County

The State will continue to maintain and pay for power for the existing signals at the Nyberg/Interstate 5 Interchange.

Previous agreements that should be voided with the signing of this new agreement are:

Beaverton/Tualatin Hwy. at Nyberg Rd. - No. 6466, dated April 4, 1978 Co.
Nyberg Rd. at Martinazzi (80th Ave.) - No. 6287, dated December 23, 1977 Co. & City
Agreement No. 7308, dated July 21, 1980, Fred Meyer/K-Mart access was covered by a previous letter.

If further information or clarification is needed, please let us know.

C&A #7506
5-12-81

L. E. George
Traffic Engineer

BET:ds
cc: E. L. Hardt

9375 C

Co. 87

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: April 21, 1981

TO: ADRIAN OLSON
Preliminary Design Engineer

File No: 234-1959

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: R/W Revision
File No. 51229
S.W. 89th Ave.-I-5 (Tualatin Section)
Washington County

During the R/W negotiation phase, working with representatives of Tube Forgings of America, they have requested that the access to the major portion of their land be shifted easterly. This shift will require revising their entire file since it also affected shifting the access road between the bypass and the old Tualatin Sherwood Highway easterly as well.

Please proceed with the R/W description revision as soon as possible so acquisition can proceed on this parcel of land. Attached is the R/W map and construction plans prepared by Earl Purdy reflecting these revisions.

pv

cc Don Adams
Earl Purdy
Ken Rolfe

Attachments

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
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RECEIVED
APR 21 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action

9375

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

VICTOR ATIYEH
GOVERNOR

April 3, 1981

Telephone 238-8233

In Reply Refer to File No.

MIKE MCKILLIP
Public Works Director
18880 S.W. Martinazzi
P. O. Box 369
Tualatin, OR 97062

Verstoeg
Anderson
Christensen
Olson
Sullivan
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RECEIVED
APR 07 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Subject: Funding Shortfall
S.W. 89th-I-5 (Tualatin)
Nyberg Road

As we have discussed, there is a significant funding shortage for both right-of-way and construction on your project.

The available Federal (e-4) funding, shown on the MSD - T.I.P. for FY 81 and current project costs are summarized as follows:

Available Funds MSD - T.I.P.

	TIP (Fed $)	Obligated (Fed $)	Total
R/W . . .	$ 199,750	$ 199,750	$ 235,000
Const. . .	$1,379,818*	$1,367,565	1,608,900
		Total funds:	1,843,900

*Reflects current escalation of Mt. Hood Fwy. (e-4) funds

REFERRED TO

Board
Cole
Eriksen
Hager
Stoudenmeyer
Mann
Watson
Dorn
Leu
(Return) Discuss Do File Copy

BY FINAL DESIGN ENGINEER

Estimated Projects Costs

	Prev. Est.	Current Est.	Diff.
R/W . . .	$ 235,000	$ 400,000	$ 165,000
Const. . . .	1,820,000	1,906,467	297, 567
		Total $ Shortfall	$ 462,567
		Fed $	(393,182)

Told Cliff Laur 6-29-81 GZ

NOTED
T. A. ROBERTS

G

The primary difference relates to the $185,000 estimated cost to purchase Tube Forgings property, originally to be donated, and the difference obligated for construction.

Please arrange a meeting with your staff to work possible solution to overcome the funding shortfall. Also, the preliminary engineering, funded through FAU funds is short by about $17,508, which will need to be made up somehow.

JAMES D. MCCLURE
Project Development Engineer

ORIGINAL SIGNED BY
JAMES D. McCLURE

pv

cc Yvonne Addington
Don Adams
Ted Spence
Bill Cole

375

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: March 31, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #157
S. W. 89th Ave. - I-5 Sec.
Nyberg Road
City of Tualatin
Amendment

Attached are two signed copies of the above Services Agreement Amendment requesting the State to handle the condemnation actions.

MISC. CONTRACTS and AGREEMENTS No. 7195

AE
mp
Attach.

cc: Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig. Misc CVA 7195
Condemnation, w/c

approved by
[illegible]
3/31/81
[illegible]

9375

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: March 31, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #157
S. W. 89th Ave. - I-5 Sec.
Nyberg Road
City of Tualatin
Amendment

Attached are two signed copies of the above Services Agreement Amendment requesting the State to handle the condemnation actions.

MISC. CONTRACTS and AGREEMENTS No. 7195

AE
mp
Attach.

cc: Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig. Misc CVA 7195
Condemnation, w/c

Approved by
[illegible]
3/30/81
[illegible]

9375

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

March 30, 1981

TO: Robert B. Hathaway
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80112
Project No. IX-9282(4)
S.W. 89th Ave.-Pacific Hwy. (Tualatin) Sec.
Washington County

Attached support data consists of PR-1 forms and project maps for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $1,608,900 with an obligation of $1,367,565 in Federal funds.

This request is based on the April 14, 1980 letter to you from the F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

DRH:bkc
Attachments

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att.
General Files

Form 734-3122

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: March 27, 1981

File No: 234-1959

TO: BILL COLE
Design Engineer Supervisor

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: S.W. 89th Avenue-Pacific Highway (Tualatin) Section
Nyberg Road - Washington County

We have completed the field review of the existing 12-inch CMP culvert at Sta. 92+20 on Sheet 6 of the plans. The field review indicates that the pipe is in good condition, adequately handled the drainage runoff in this area and no maintenance problems have been experienced.

I concur with the recommendation made by Elmer Woolridge in his attached memo to remove the culvert-pipe extensions recently installed by the developer. This will require installing new 12-inch CMP extending from the original culvert that was installed during the construction of I-5.

pv

cc: Don Adams
Adrian Olson
Mike McKillip
Earl Purdy

Attachment

Versteeg
Anderson
Christensen
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Wakerlig

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ROAD DESIGN SECTION

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STATE OF OREGON

INTEROFFICE MEMO

Metro Location (DEPT.) 229-5828 (TELEPHONE)

TO: Memo to the Files

DATE: March 17, 1981

FROM: E.H. Wooldridge
H.E. I Draftsman, Crew 020-14

SUBJECT: SW 89th. Ave.-Pacific Hwy.
Nyberg Rd. (TUALATIN)

At the request of Jim McClure, Project Development Eng'r., following is a summary of costs and recommendations concerning a culvert installation at Station L 92+25.

The existing 12-inch culvert was recently extended with galvanized C.M.P. on each end by the Fred Meyer-K-Mart approach construction. Terry Flink, Ass't. District Engineer, and Mike McKillop, City Engineer, both suggest extending the existing culvert as it has drained the runoff adequately and no future maintenance problems are expected. In the event an extension is chosen I would recommend removal of the recently installed galvanized extensions (about 10-feet on each end) and new pipe connected at the original pipe ends.

A new installation would require increasing the size to 18-inch and would cost about $7,900. Extending the 12-inch would cost about $2,600.

C.C. Jim McClure, Proj. Develop. Eng'r.

9375

FRANK LOWE

IX 92-(3)

OREGON STATE HIGHWAY DIVISION

INTER DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

DATE March 24, 1981

TO J.B. Boyd
Right of Way Manager
DOT - Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

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SUBJECT File 51229-Tube Forgings of America
SW 89th Avenue-Pacific Highway
(Tualatin)
SW Nyberg Road
Washington County
FAP IX-9282(3)

The original R/W estimate on this project was $152,000. This was increased in Salem to $235,000 to cover acquisition costs. This was based on the assumption the needed R/W from Fred Meyer, The Hervin Company, and Tube Forgings of America would be donated. The first two companies did donate the necessary R/W, but Tube Forgings will not donate. Therefore, programming should be requested for this additional R/W.

The R/W cost from this property (File 51229) is estimated at $185,000 for the land, no improvements. There is no relocation.

Original Estimate	$152,000 ✓
Tube Forgings Estimate	185,000
Acquisition Cost & Contingencies	63,000
	$400,000
Less Orig. Programming Est.	(-) 235,000
Programming Est. File 51229	= $165,000

If you have any questions, please call me.

KR:kf

cc Frank Lowe ✓

9375

3-16-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9282(3)

2. STATE PROJECT NO.: See below

3. FROM: Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80112

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/16/81

8. FEDERAL ROUTE NUMBER: FAU 9282

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

SW 89th Avenue - I-5 Freeway Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [X] ACQUISITION OF RIGHT-OF-WAY, See below
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/6/81 you are now authorized to proceed with the actual acquisition of File No. 51859 as shown on R/W map 9B-17-15 at a TEC of $3,000 Federal Funds $2,550. (This authorization does not require an additional obligation of funds)

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

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FOR

Orig ok 3-18-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/16/81	J K Hassmer	Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Tualatin

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March 9, 1981

Jim McClure
Project Development Engineer

W. E. Cole
Design Engineer Supervisor

Preliminary Plan Review
SW 89th-Pacific Highway (Tualatin) Section
Nyberg Road
Washington County

In reference to your memo of March 5, enclosed are three sets of revised plans. Comments on revisions are as follows:

Sheet 3

Station 53+50 to Station 60+00 Lt. The roadbed ditch grade has been lowered 1.5 feet with additional right-of-way required in order to match a new 24-inch pipe outfall at Station 53+14 Lt.

Sheet 4

Boones Ferry Road, Station 13+55 to Station 14+61, remains the same width but with lane widths revised. Station 15+35 to Station 19+00 has new roadway width as shown here and on Sheet 2A. The curb radius on all four corners are now 40 feet to accommodate signal poles. The east walk is now 6 feet.

Sheet 5

The east sidewalk is now 6 feet on Martinazzi Avenue and the 4-foot walk remains on Nyberg Road.

Sheet 6

The existing 12-inch CMP at Station 92+20 has been recommended to be replaced with the 18-inch pipe as shown (minimum standard) for this length under four lanes. The left-turn island in the median will now be curb with plantings. The island nose at Station 97+40 will be 16 feet with a painted island nose on the left to allow for only one through lane westbound.

McClure to investigate additional adequacy of existing 12" pipe. ASL

Station 94+50 to Station 97+50 Lt. -- Existing fence will be removed and new fence connected to off-ramp sidewalk as shown.

All Sheets

The median slope is now flat.

All Sheets (continued)

Electric conduits are 4-inch.

Right-of-way now shows access control.

Landscape (Sheet 7) will be sent when completed.

Upon completion, a final set of plans for approval will be sent through from the City-County Section.

WEC:ja

Enc.

cc Earl Purdy
Frank Roberts

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: March 5, 1981

File No: 234-1959

TO: Bill Cole
Design Engineer Supervison

FROM: Jim McClure
Project Development Engineer

SUBJECT: Preliminary Plan Review
S.W. 89th-Pacific Highway (Tualatin) Section
Nyberg Road
Washington County

The purpose of this memo is to document the changes and action taken based on the February 10th preliminary plan review meeting, held at Metro with the City of Tualatin staff. In attendance at the meeting were: Wink Brooks and Mike McKillip representing the city; Frank Roberts, Myron Melick, Elmer Wooldridge, Pam Elmore and Jim McClure representing ODOT.

The first area discussed was my review of the access control lines for the project, consistent with action taken by the Washington County Commission. The commission designated the bypass a "through-way" from Engineer's Station 53+00 to 95+00. The Tualatin City Council approved the access control lines at their February 9th meeting, which were subsequently sent to Hank Wakerlig on February 18th for inclusion into the project right-of-way descriptions.

The revised right-of-way requirements along Boones Ferry Road, between the bypass and Tonka Street, was also approved by the City Council at their February 9th meeting. The initial ten feet of right-of-way required along Boones Ferry Road, based on the original design, will be acquired using project funds. The additional five feet of right-of-way needed for the design revision will be dedicated by the MacDonald's Restaurant Development.

Typical Section Sheets

- City staff requested that all sidewalks not be less than six feet in width, consistent with city standard.
- The raised median islands need to be lowered due to the conflict with the floodway from Boones Ferry Road to the Fred Meyer signalized intersection. This should apply to all raised median islands for design continuity.

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Dave.

West of Boones Ferry Road (Sheet 3)

- City staff suggested the drainage easement across Tube Forgings of America's property be shifted west to align with their future street access. This has been evaluated by Elmer Wooldridge with the determination that it is not feasible.
- Modified driveway access slightly in the vicinity of S.W. 89th Avenue and added guardrail for safety purposes. Frank Roberts to handle.
- Check ditch grades north side of bypass, Station 54 to west end of project. Elmer will field check the grades and advise Frank.

Boones Ferry Road Access (Sheet 4)

- Reflect revision of Boones Ferry Road in plans. A minor shift in the curb radius and sidewalk (northwest corner of intersection) was noted to insure proper lane alignment through the intersection of Boones Ferry Road.
- Extend curb and sidewalk south of Tonka Street to tie into the existing curb as shown on the revisions for Boones Ferry Road.
- The paved access into the Hervin property was discussed, but it was decided to leave it as shown on plans.

Martinazzi Street Area (Sheet 5)

- PGE has discussed with the city staff a need for additional utility conduits under the roadway. It was agreed that the location of conduits would be determined by the utility and installed during construction at their cost.
- Relocation of traffic signal pole required in the southwest corner of Nyberg Road and Martinazzi which should be reflected in the signal design plans.
- Change the four foot sidewalk on the east side of Martinazzi to a six-foot width.
- Eastbound left-turn access from Nyberg Road into the K-Mart Shopping Center, near the intersection of Martinazzi Avenue, is not resolved at this time. The only resolution reached is to prohibit southbound left turns from Martinazzi to Nyberg Road, which was concurred with by the City Council at their February 9th meeting.

East End of Project (Sheet 6)

- A field check is needed to see if the existing cross culvert, near the Fred Meyer intersection could be used in lieu of the new 18-inch pipe shown on the plans. Elmer will check in the field and send information to Frank.

- City staff requested that the slope on the north side of Nyberg Road (Sta. 95 to 97) be landscaped. The grass slope in this area is poorly maintained today and since it serves as the entrance to the city, they would like to improve its appearance.

- The painted island shown on the plans, approximately Sta. 92 to 97+40 is to be a raised island with landscaping. The raised island will eliminate the potential left turn safety problems and was approved by the City Council at their February 9th meeting.

Landscaping Plan (Sheet 7)

- The city staff desires to have an irrigation system included in the project, which at this time may be questionable due to the funding limitations on the project.

- Since the city landscaper was not at this meeting, it was concluded that a second meeting with our landscape architectural staff would be appropriate. This meeting was held on February 20th, resolving most of the concerns raised by the city - See Michael Lucker's memo dated February 25 regarding the meeting.

Pipe Data Sheets

- Change electrical conduits to four-inch diameter with 30 inches of cover.

- Change cover for irrigation from 18 inches to 30 inches.

An updated set of preliminary plans reflecting the changes discussed, will be developed by final design. The revised set of plans will then be submitted to the city for their signature approval.

JDM:PE

xc: J. H. Versteeg
D. R. Adams
E. L. Hardt
W. W. Geibel
M. M. Anderson
E. C. Purdy
J. R. Rose
Meeting Attendees

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7576
Date: March 2, 1981

File No: 234-1959

TO: J.H. Versteeg
Road Design Engineer

FROM: J.D. McClure
Project Development Engineer

SUBJECT: "Throughway" Designation
S.W. 89th Avenue-Pacific Highway (Tualatin)
Washington County

For your records, attached is a copy of the Washington County Board of Commissioners Resolution designating a portion of the subject project a "throughway" for access control purposes.

JDM:hw

cc: D.R. Adams
J.B. Boyd
W.H. Wakerlig
K.L. Rolfe

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IN THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

In the Matter of Designating a Portion of Tualatin Bypass (Nyberg Road - Tualatin Sherwood Road Connection) a Throughway

RESOLUTION AND ORDER

NO. 81-14

The above-entitled matter having come on regularly before the Board of County Commissioners at its meeting of January 27, 1981; and

It appearing to the Board that the City of Tualatin, through their action of City Resolution No. 858-81, has requested a throughway designation by the Board for a portion of the Tualatin Bypass project; and

It appearing to the Board said portion of the Tualatin Bypass lies within the City of Tualatin and the City Council has declared its policy to control ingress and egress from the bypass road; and

It appearing to the Board that the proposed Tualatin Bypass Road will be established as a Washington County Road, and under provisions of ORS 374.420 it is necessary that the Board of County Commissioners of Washington County designate the proposed bypass road as a "throughway"; it is now, therefore

RESOLVED AND ORDERED that that portion of Tualatin Bypass Road lying between Nyberg Road Interchange with I-5 and S.W. 89th Avenue, more particularly described as lying between Engineer's Station 95+00 and 53+00 as shown on Exhibit "A", be designated a Throughway under the provisions of ORS 374.420; and it is further

RESOLVED AND ORDERED that this Resolution and Order designating

COUNTY COUNSEL, WASHINGTON COUNTY
HILLSBORO, OREGON 648-8747

a portion of the Tualatin Bypass Road as a throughway be placed on record in the files of the Director of Records and Elections of Washington County, Oregon.

DATED this 27th day of January, 1981.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

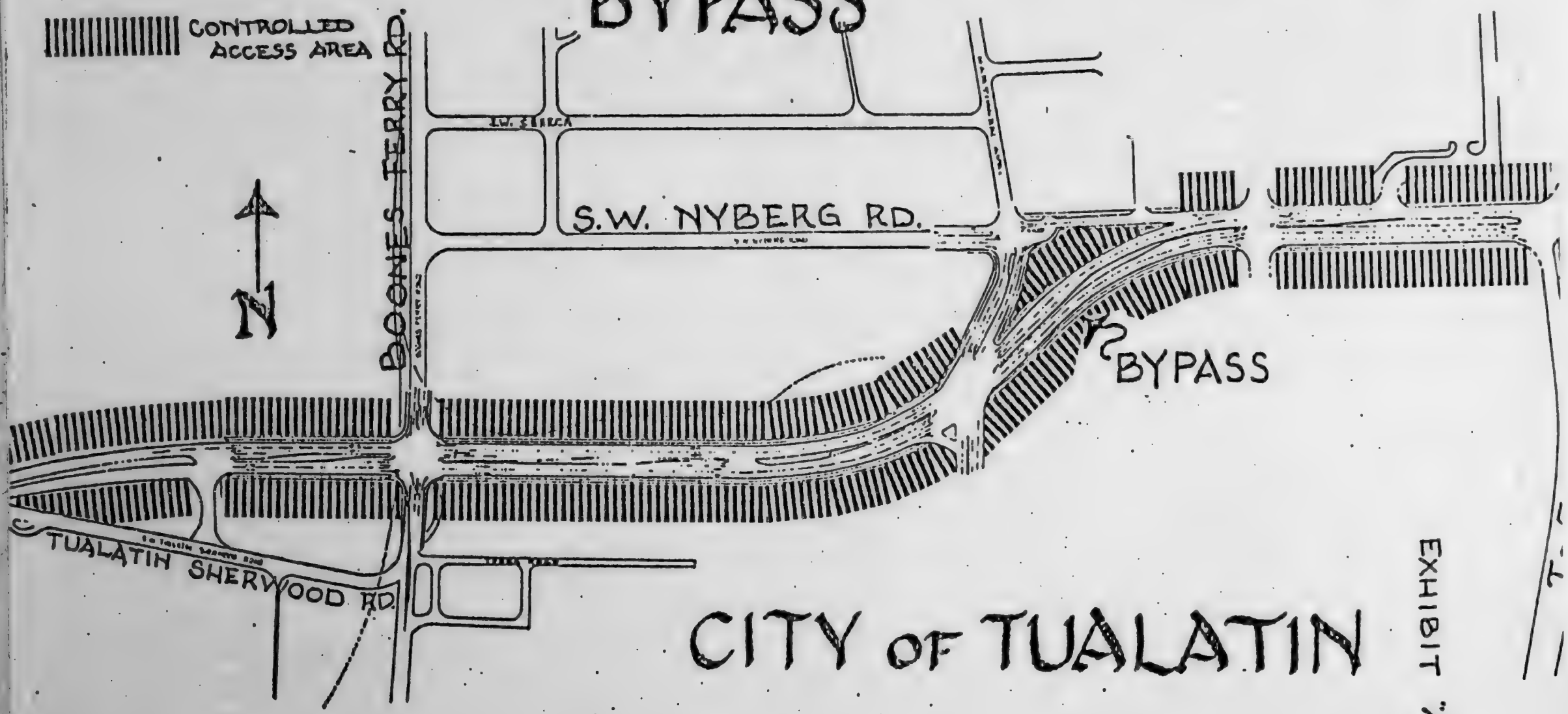
5 VOTES AYE

CHAIRMAN

RECORDING SECRETARY

COUNTY COUNSEL, WASHINGTON COUNTY
HILLSBORO, OREGON 648-8747

CONFIGURATION OF NYBERG RD. BYPASS



CITY OF TUALATIN

EXHIBIT 'A'

EXHIBIT "A"

RESOLUTION NO. 858-81

A RESOLUTION REQUESTING THROUGH-WAY DESIGNATION BY BOARD OF COMMISSIONERS OF WASHINGTON COUNTY FOR A PORTION OF THE TUALATIN BYPASS PROJECT

WHEREAS, in connection with the development of the Tualatin Bypass Project within the City of Tualatin, the City Council has declared its policy to control ingress or egress from the bypass road, and,

WHEREAS, the proposed Tualatin Bypass Road will be a Washington County Road; consequently, under the provisions of ORS 374.420, it is necessary that the Board of Commissioners of Washington County designate that portion of the proposed bypass road as a "through-way."

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN THAT:

Section 1: The Board of Commissioners of Washington County is hereby requested to adopt a Resolution and Order designating the proposed Tualatin Bypass Road within the City of Tualatin, Oregon, as a "through-way" under the provisions of ORS 374.420.

INTRODUCED AND ADOPTED this 12th day of January, 1981

CITY OF TUALATIN, OREGON

By _____ Mayor

ATTEST:

By _____ Recorder

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Public Works
Washington County

2-81

Washington Co.

FINAL NOISE STUDY REPORT

SW 89th Avenue-Interstate 5 Section
Nyberg Road
Tualatin-Sherwood Bypass
Washington County

Prepared by:

Oregon Department of Transportation

February 1981

This Final Noise Study Report is an extraction from the Draft Environmental Impact Statement Volume 2: Technical Report and the Final Environmental Impact Statement. The data presented in the DEIS Technical Report was developed by Earth Metrics Incorporated under contractual agreement with the Oregon Department of Transportation. The data given in the mitigation section of the FEIS was developed by the Technical Services Branch of the Oregon Department of Transportation.

5 NOISE

EXISTING SETTING

The study area is presently exposed primarily to noise from motor vehicle sources. Railroad operations along S.W. Boones Ferry and light aircraft cause occasional noise, but contribute little to the overall noise environment.

Units and Standards. The basic unit of noise used here is the dBA, a statistical frequency weighted level which has close correlation with the response of the human ear to sound pressure. This unit will be applied to the L_{10} scale in this analysis. L_{10} is the noise level exceeded ten percent of the time during the period of time under consideration. The afternoon peak hour traffic period will be the time under consideration for this analysis, since this is the time period of greatest local noise generation. In this document the notation will be abbreviated such that L_{10}70dBA will be written as 70 L_{10}.

The Federal Highway Administration (FHWA) has a set of standards for the L_{10} scale, called Design Noise Levels. These levels are the highest noise levels that are compatible with the land uses addressed by the standards presented in Table 5.1. The important standards applicable to the proposed project are the exterior noise standards of 70 L_{10} for residential areas and 75 L_{10} for commercial/industrial areas. These exterior noise level standards are important for the study area in the determination of compatibility between L_{10} noise levels and land uses. The existing local land uses to which the FHWA standards apply are shown in Figure 8 in Section 3.1. of Volume I.

Sound Measurements. Sound level measurements were taken at various locations in the study area in October, 1978. The locations of these measurement sites, shown in Figure 5.1, were chosen for their proximity to heavily travelled roadway segments in the study area, where noise levels could be expected to be highest, these measurement locations were approved by the Oregon Department of Transportation and the Department of Environmental Quality. All measurements were taken at or near the peak afternoon traffic period. During the

FIGURE 5.1 NOISE MONITORING SITE LOCATIONS

TABLE 5.1 FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL AND LAND USE RELATIONSHIPS.

ACTIVITY CATEGORY	HOURLY DESIGN NOISE LEVEL - dBA L_{10}	DESCRIPTION OF LAND USE CATEGORY
A	60 Exterior	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of these qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces or historic districts which are dedicated or recognized by appropriate local officials for activities requiring qualities of serenity and quiet.
B	70 Exterior	Picnic areas, recreation areas, playgrounds, active sports areas, residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and parks which are not included in category A.
C	75 Exterior	Developed lands, properties or activities not included in categories A and B above.
D	--	Undeveloped lands.*
E	55 Interior	Residences, motel, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

* For requirements on undeveloped lands see paragraphs 772.19 (a) and (c) of Subchapter H, Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise Federal Register, Vol. 41, No. 80, April 23, 1976; U.S. Department of Transportation, Federal High Administration.

Source: Federal Highway Administration, 1976.

sampling period, the total volumes of automobiles and trucks were counted and recorded. Vehicle speeds and wind velocity were estimated and noted along with the roadway configuration. At all measurement locations, except sites six and eleven, the noise monitor was set up approximately 50 feet from the roadway.

The instrument used for these noise measurements was a Bruel and Kjaer Model 166B/S45 Environmental Noise Classifier. This is a self contained instrument used to obtain the statistical distribution of noise over a range of sound pressure levels. It divides a range of 30 dBA into eleven amplitude classes and one exceedance class. The instrument was calibrated before sampling with a Bruel and Kjaer Type 4230 Sound Level Calibrator. A spherical windscreen was used at all times over the microphone to minimize wind noise.

Using the statistical display of the sound levels obtained by the noise instrument, L_{10} levels were calculated. The values obtained for existing L_{10} sound levels for various locations in the study area are presented in Table 5.2. Detailed measurement circumstances are presented in Table 5.3. The measured values at each location taken on different days generally agree with 3 dBA, which is the smallest increment of sound levels that can be detected by the human ear. These measured sound levels indicate that portions of the study area are exposed to sound levels that are higher than the FHWA standards for residential and commercial/industrial areas; however, the sound measurements were taken adjacent to local roadways and therefore represent the highest noise levels experienced in the study area. Because of the atmospheric and spreading transmission losses of noise, the noise levels drop by approximately four to five dBA over open terrain and five to six dBA where significant structures exist between the 50 and 100 foot distances from the roadway (National Bureau of Standards, 1971). This phenomenon indicates that the majority of lands in the study area are not exposed to noise levels above the FHWA standards. The exceptions to this would be the areas within 50 feet of the local roadways.

Traffic Noise Modeling. In order to obtain a more complete description of the present noise climate of the study area than achieved with noise measurements, a computerized noise model was employed. Since motor vehicle related noise accounts for the majority of environmental noise in the study area,

TABLE 52 MEASURED L_{10} NOISE LEVELS IN TUALATIN STUDY AREA (dBA)

LOCATION CODE[a]	OUTDOOR MEASUREMENT 1[b]	INDOOR Levels 1[c]	OUTDOOR MEASUREMENT 2[d]	INDOOR Levels 2[c]
1	75	60	75	60
2	74	7	74	7
3	66	54	70	58
4	73	7	77	7
5	69	54	70	55
6	59	7	60	7
7	76	62	75	61
8	72	59	73	60
9	72	7	71	7
10	58	49	56	47
11	55	7	[e]	7

[a] Locations of measurement sites shown in Figure 5.1.

[b] Measurements taken October 18 through October 24, 1978.

[c] Noise levels that would be experienced inside nearby structures with closed window conditions (not actual measurements).

[d] Measurements taken October 25 to October 26, 1978.

[e] Data not acquired.

TABLE 5.3 SUPPLEMENTARY DATA FOR NOISE MEASUREMENTS IN TUALATIN STUDY AREA

LOCATION CODE[a]	DISTANCE FROM CENTER OF NEAR LANE OF ROADWAY (Feet)	TRAFFIC VOLUME COUNTED		HEAVY DUTY VEHICLES[b]		VEHICLE SPEED (Miles Per Hour)		WIND SPEED (Miles Per Hour)	
		C	D	C	D	C	D	C	D
1	50	104	146	8	27	40	35	2-4	<2
2	50	234	212	9	15	40	35	2-4	3-5
3	50	136	150	9	10	30	35	2-5	2-5
4	50	322	439	13	27	35	35	3-6	4-6
5	50	162	175	2	2	40	40	3-5	2
6	- 400	e	e	e	e	e	e	<2	2-3
7	50	414	404	23	11	35	35	<2	2
8	50	222	262	9	11	35	35	2	2-3
9	50	367	340	9	2	20	20	2	<2
10	50	e	e	e	e	e	e	<2	2-4
11	500	e	e	e	e	e	e	5	5

[a] Location of measurements sites shown in Figure 5.1.

[b] A motor vehicle designated primarily for transportation of property and rated at 8500 pounds gross vehicle weight or more.

[c] Measurements taken October 18 through October 24, 1978.

[d] Measurements taken October 25 through October 26, 1978.

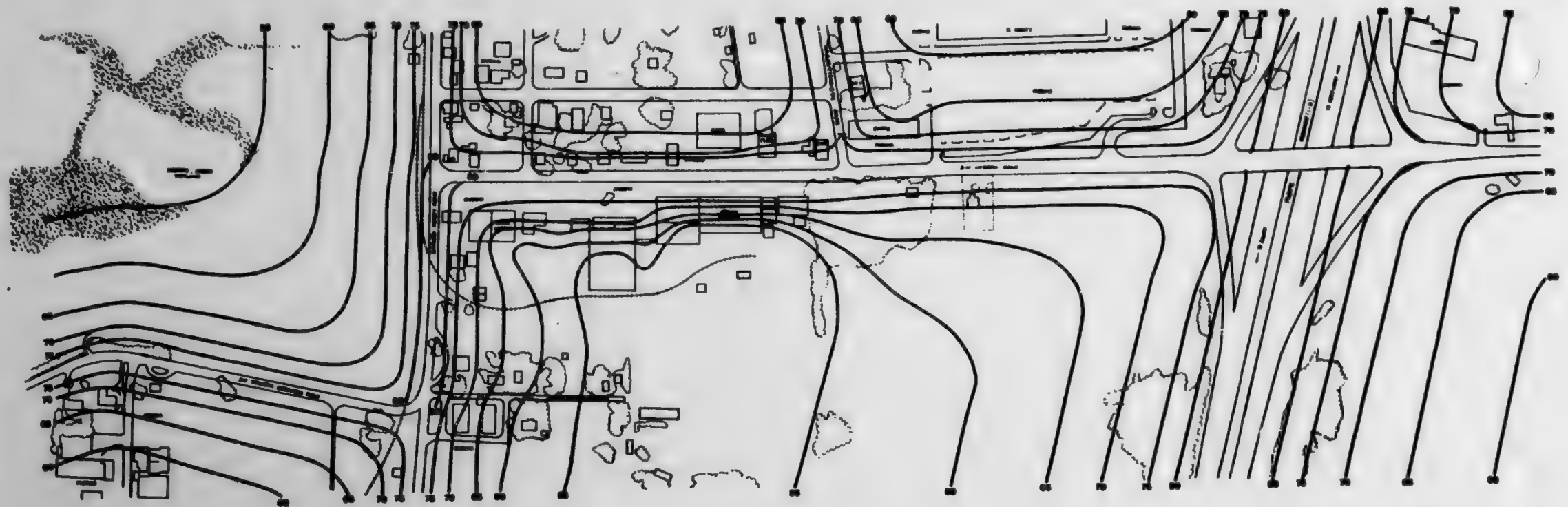
[e] Traffic noise was not significant at this location; no traffic counted.

this type of analysis is appropriate. Earth Metrics noise prediction model is approved by the FHWA and was developed from the corresponding Highway Research Board model (National Cooperative Highway Research Program, 1971, 1973). The HRB and Earth Metrics models have validated accuracies to within 3 dBA, as verified in numerous locations in California and Oregon. An example of validation of Earth Metrics model in the present study follows for location 10. The model yielded a result of 57 L_{10} compared with measured values of 56 and 58 L_{10}; similar comparisons were obtained in other validations.

Parameters used in the noise predicitons from the computer model include average daily traffic, vehicle speed, heavy duty vehicle mix, roadway configuration, and topography. The traffic data parameters are presented in Table of Traffic And Transportation. The results of this modelling process are presented in Figure 5.2, in the form of noise contours. These contours indicate the local noise climate throughout the study area. In order to determine how this local noise climate relates to the existing land residential and commercial/industrial land uses, a comparison was made between Figure 5.2 and Figure 8 (Vol.I) using the FHWA standards. The results of this comparison indicate that most of the study area is not exposed to noise levels in excess of the FHWA standards, as was indicated by the noise measurements. Within approximately 50 feet of the local streets in the study area, and within 200 feet of Interstate 5, noise levels above the residential and commercial/industrial standrads are experienced. These areas involve scattered residences and commercial areas with roadway frontage. The three homes along S.W. Nyberg Road are presently exposed to sound levels above 70 L_{10}. These homes along S.W. Nyberg Road are located at the intersections with the southbound off ramp of Interstate 5, S.W. 84th Avenue, and S.W. Boones Ferry Road. None of the homes along S.W. Tonka Street are exposed to levels in excess of the FHWA standard.

IMPACTS: NO BUILD ALTERNATIVE

Under the No Build Alternative, traffic volumes would increase substantially over existing volumes in the study area along S.W. Nyberg Road, S.W. Boones Ferry Road, and S.W. Tualatin Sherwood Road. The noise levels along these



SCALE
1"=400'

FIGURE 5.2 EXISTING NOISE CONTOURS, 1978

roadway would also be expected to increase. In order to quantify this increase in noise levels, the same FHWA approved noise model described in the Existing Setting was employed for impact analysis.

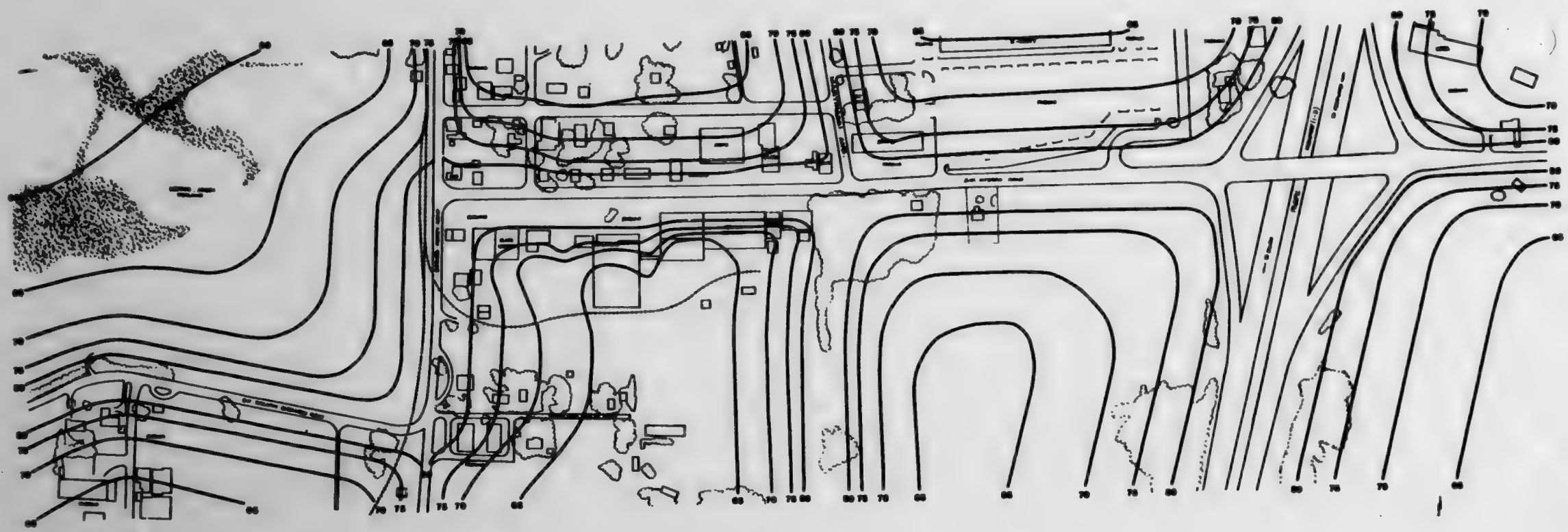
The traffic data found in Table 2.6 were input into the computer model to obtain the 1998 predicted L_{10} levels along the major roadways of the study area under the No Build Alternative. These sound levels were again plotted on a contour map, and are presented in Figure 5.3. Comparing these 1998 noise contours with the Land Use map of the study area, found in Volume I, indicates the extent to which the FHWA noise standards would be violated under the No Build Alternative.

The amount of commercial and industrial lands in the study area that would be exposed to noise levels above the FHWA standard of 75 L_{10} would be considerably larger for the No Build Alternative than for the existing conditions because of projected growth and changes in land use. Where this 75 L_{10} contour extended to areas 50 feet from the local roadways for the existing conditions it would extend to locations 100 to 200 feet distant from these streets for the No Build Alternative.

Residential areas in the study area would also be exposed to higher noise levels under the No Build Alternative than with the existing setting. Besides the three homes on S.W. Nyberg, two of the five residences along S.W. Tonka Street would be exposed to noise levels above the FHWA standard of 70 L_{10}. A summary of all alternatives impacts is shown in Table 5.4.

TABLE 5.4 SUMMARY OF NOISE IMPACTED USES BY NUMBER OF PARCELS WITH INCOMPATIBLE SOUND LEVELS TO FHWA STANDARDS

	NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
Exterior Impacts			
Residential	5	3	8
Commercial	27	25	19
Interior Impacts			
Residential	5	3	8



SCALE
1"=400'

FIGURE 5.3 PROJECTED NOISE CONTOURS FOR NO BUILD ALTERNATIVE, 1998

[illegible] NO BUILD ALTERNATIVE

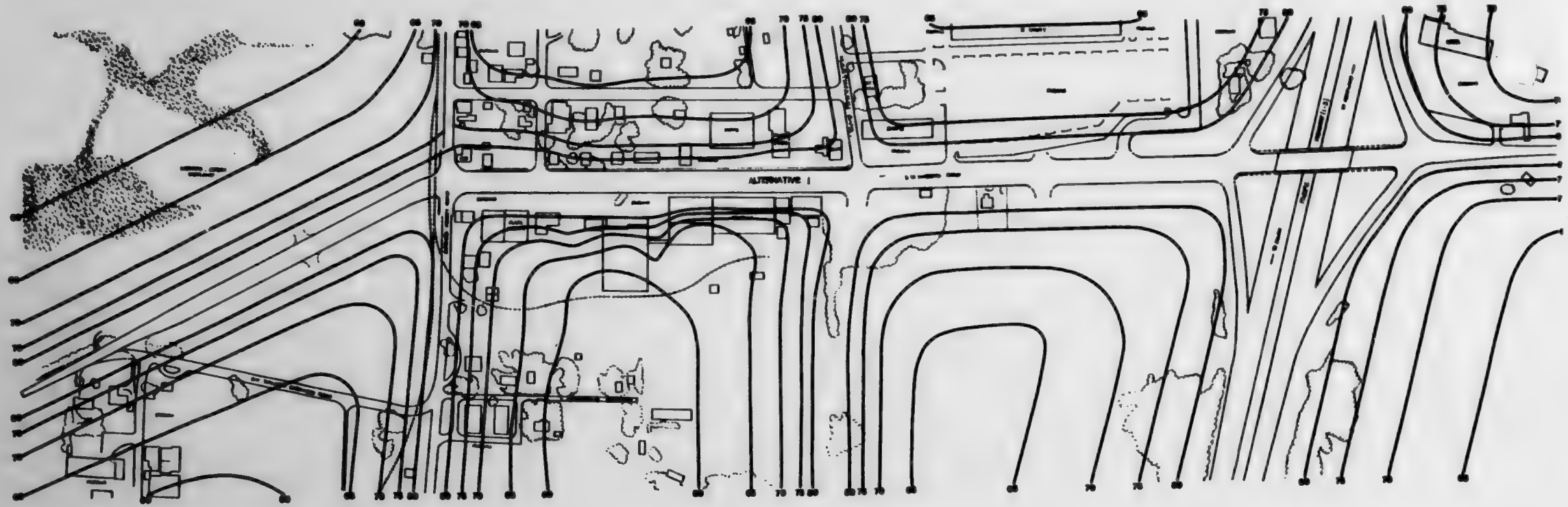
No mitigation measures are proposed under the No Build Alternative as no funds are available for noise mitigation either by installation of walls or berms.

IMPACTS: ALTERNATIVE 1

Under Alternative 1 traffic volumes would increase substantially over existing volumes in the study area along S.W. Nyberg Road and S.W. Tualatin Sherwood Road. The alignment of the major east/west traffic corridor would remain essentially the same as the existing corridor, with only the segment of S.W. Boones Ferry Road between S.W. Seneca Street and S.W. Tualatin Sherwood Road being bypassed by the new roadway segment of Alternative 1. The importance of these features of Alternative 1 in terms of noise generation was tested using the Earth Metrics computer noise model.

The traffic data found in Table 2.7 were input into the computer model to obtain the 1998 predicted L_{10} noise levels along the major roadways of the study area under Alternative 1. The contour map display of these L_{10} levels is presented in Figure 54. A comparison was made between these predicted sound levels and the land use for the study area, in order to determine the noise impact of Alternative 1.

Along S.W. Nyberg Road the noise impact of Alternative 1 is one to two dBA higher than for the No Build Alternative because travel lanes would be closer to existing uses. Large areas of commercial land would be exposed to noise levels higher than the FHWA standard of 75 L_{10}. The three homes along S.W. Nyberg Road would be exposed to noise levels higher than 70 L_{10}. On S.W. Boones Ferry Road in the study area, there would be a significant reduction in noise levels from those predicted for the No Build Alternative, because of the rerouting of traffic onto the new roadway segment between S.W. Nyberg Road and S.W. Tualatin Sherwood Road. As a result, none of the homes along S.W. Tonka Street would be exposed to noise levels higher than 70 L_{10}.



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SCALE
1"=400'

FIGURE 5.4 PROJECTED NOISE CONTOURS FOR ALTERNATIVE 1, 1998

Alternative 1 would have a temporary noise impact on the study area during construction operations along S.W. Nyberg Road. A typical tractor (bulldozer) can produce noise levels as high as 95 L_{10} at 50 feet. Based on transmission losses of six dBA per doubling of distance from the noise source, this noise level is equivalent to 75 L_{10} and 70 L_{10} noise levels at 500 and 800 feet, respectively. This calculation indicates that most of the study area would be exposed to noise levels in excess of FHWA standards during the construction activities of Alternative 1 of approximately six months.

S.W. Nyberg Road could remain open as a two lane roadway during construction operations of Alternative 1. No temporary noise impact is expected as a result of any rerouted traffic in the study area.

MITIGATION MEASURES: ALTERNATIVE 1

Because of the existing commercial developments along S.W. Nyberg Road, mitigation of temporary construction and operational noise impacts of Alternative 1 would be difficult. Noise walls placed along S.W. Nyberg Road would not be effective because of the need for numerous breaks along the roadway for access into commercial areas. Also the visual character of the study area would be severely impacted by the addition of such walls. The following measures would reduce the construction and operational impacts of Alternative 1, without resulting in further adverse impacts to the study area:

- All construction equipment will be properly muffled and maintained to minimize noise generation.

- All construction activity will be conducted during normal working hours to minimize loss of sleep by residents in the study area.

- Bus stops will not be placed near existing homes along S.W. Nyberg Road or S.W. Tonka Street to minimize noise impacts related to accelerating buses.

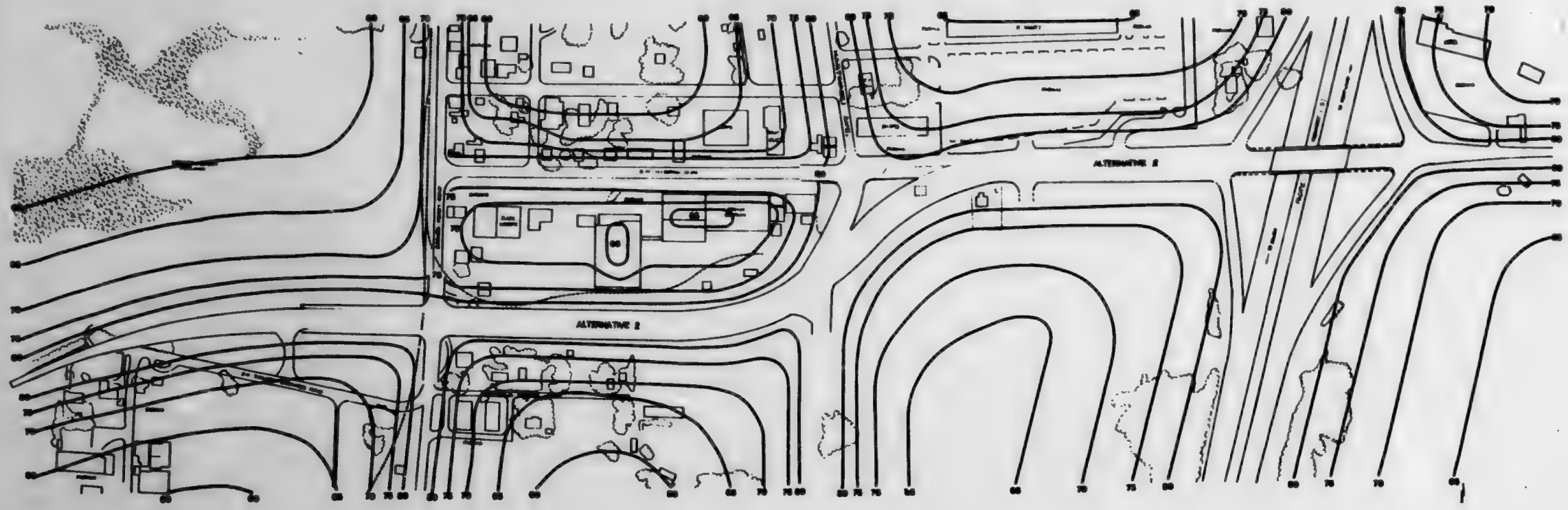
IMPACTS: ALTERNATIVE 2

Under Alternative 2 the east/west through traffic in the study area would be diverted to the Tualatin Sherwood Bypass. This action would divert enough traffic from S.W. Nyberg Road to reduce the 1998 traffic volumes for this roadway to below existing levels. The importance of these aspects of Alternative 2 in terms of noise generation was again tested using the computer noise model.

Using the same procedures as those outlined for Alternative 1, the 1998 noise contours of Figure 5.5 were projected. Comparing these contours with the study area land use map of Volume I reveals the noise impact of Alternative 2 on the study area.

In the eastern portion of the study area, on S.W. Nyberg Road, between Interstate 5 and Martinazzi Avenue, and on Martinazzi Avenue, the noise impact of Alternative 2 would be essentially the same as for Alternative 1 and the No Build Alternative. Considerable amounts of commercial lands would be exposed to noise levels in excess of 75 L_{10}. In the northern part of the study area, along S.W. Nyberg Road, west of Martinazzi Avenue, and on S.W. Boones Ferry Road, there would be a considerable improvement in noise levels over Alternative 1 or the No Build Alternative. Sound levels at these locations would be lower than the existing levels. While the noise climate of the northern part of the study area would be improved, higher sound levels in the southern portion would result because of the rerouting of traffic onto the Tualatin Sherwood Bypass.

In terms of the total amount of study area land impacted by motor vehicle noise, Alternative 2 would be similar to Alternative 1. Both would improve the overall noise climate of the study area over the No Build Alternative. In terms of the number of homes exposed to noise levels in excess of 70 L_{10}, Alternative 2 would have a greater noise impact than Alternative 1 on the No Build Alternative. All five homes along S.W. Tonka Street and the three homes along S.W. Nyberg Road would be exposed to noise levels in excess of FHWA standard; however, it is likely that all these homes would be replaced by commercial uses because of commercial zoning on these porperties, although



SCALE 1"=400'	FIGURE 5.5 PROJECTED NOISE CONTOURS FOR ALTERNATIVE 2, 1998

there is some possibility that the U.S. Army Corps of Engineers could designate these properties in the floodway, precluding new construction.

Alternative 2 would cause a temporary adverse noise impact in the study area during the construction operations, similar to that which would be expected under Alternative 1. Most of the study area would be exposed to noise levels in excess of FHWA standards during the construction activities along S.W. Nyberg Road, Martinazzi Avenue, and the Tualatin Sherwood Bypass. No diversion of existing traffic patterns would be necessary during these construction operations.

MITIGATION MEASURES: ALTERNATIVE 2

Mitigation of the noise impacts of Alternative 2 with the selected use of noise barriers (walls, berms, or a combination of the two) would be possible. Because this alternative involves new roadway construction through areas that would not have the access requirements encountered on S.W. Nyberg Road, noise barriers could effectively be incorporated into the construction process.

The extent to which noise barriers should be incorporated into Alternative 2 must be weighed against other considerations. If the area adjacent to S.W. Tonka Street is to remain a residential area, inclusion of a noise barrier along the proposed Tualatin Sherwood Bypass at this location may be desirable. If this was to be considered only a temporary land usage of the area, then the necessity of a noise barrier at this location would depend on the sensitivity of future uses. The inclusion of noise barriers along the alignment of Alternative 2 would result in significant reductions in noise levels, but would also have an impact on visual quality and a significant flooding impact by direct blockage of the flood flow in this area. With these considerations in mind no other mitigation measures, other than described in Alternative 1, are proposed.

4. MITIGATION MEASURES FOR THE SELECTED ALTERNATIVE (ALTERNATIVE 2)

4.1 Land Use and Policies

None required.

4.2 Traffic and Transportation

There are no mitigation measures proposed for traffic with the exception of standard practices which ensure that public safety is maintained.

4.3 Socioeconomics

One business will be displaced by the Selected Alternative. Requirements of the Relocation Assistance and Real Property Act and FHWA right of way acquisition and appraisal procedures will be followed. The FHWA procedures prohibit requiring property owners to dedicate property.

4.4 Air Quality

Department of Environmental Quality regulations require that measures be taken to minimize air quality impacts of construction activities. Particulate control actions that might be taken include the use of water on dirt roads and the reduction of speeds by heavy machinery to check excessive dust clouds. An effective watering program alone (i.e., twice daily watering with complete coverage) could reduce the dust emissions by up to 50 percent (EPA, 1978). A number of regulations would apply during the construction period.

4.5 Noise

Mitigation of the noise impacts with the use of sound barriers along the Selected Alternative are possible. A barrier (sound wall or berm) 900 feet long and 20 feet high would be required to totally eliminate traffic noise impacts to the 5 residences (an 8 dBA reduction). However a 10 foot barrier would produce partial mitigation by reducing the noise impact by 4 dBA. The cost of providing a 10 foot sound wall for 900 feet would be approximately $103,500 or $25,875 per dwelling mitigated. Table 7 lists the cost and effectiveness of providing a 10 foot sound wall and a 10 foot berm.

Table 7

SOUND BARRIER COST AND EFFECTIVENESS

Barrier*	Noise Level Reduction	Cost	Cost Per Residence	Cost Per dBA Reduction Per Residence
Wall	4 dBA	$103,500	$25,875	$6,500
Berm	7 dBA	$250,000	$62,425	$8,900

*Height = 10 feet
Length = 900 feet

The extent to which sound barriers should be incorporated into the Selected Alternative must be carefully weighed as to cost effectiveness and other considerations. It appears from the sound analysis that the possible sound mitigation is not cost effective, even with the use of a cheaper type of wall. Therefore there are no mitigation measures proposed for noise impacts with the exception for measures taken to reduce construction impacts.

The following measures would reduce the construction and operational impacts of the Selected Alternative, without resulting in further adverse impacts to the study area:

All construction equipment should be properly muffled and maintained to minimize noise generation. (See attachment).

All construction activity should be conducted during normal working hours to minimize loss of sleep by residents in the study area. (See attachment).

4.6 Geology and Soils

A detailed soils investigation is to be performed before construction begins. Information on the engineering properties of the soils generated by this investigation should be sufficient to provide the design detail necessary for construction of the roadway. In addition, the sewage ponds existing along the route will be dug out and replaced. The ponds that have already been filled will be examined to ensure that no foundation problems exist. Mitigation of erosion includes mulching of disturbed areas and use of retention basins.

4.7 Hydrology and Water Quality

No measures are necessary to mitigate the minor drainage and water quality impacts of the Selected Alternative. Separation of waters in the wetland adjacent to Alternative 2 alignment from urban stormwaters may be accomplished with continued use of the existing trench or similar facility. Potential shallow groundwater conditions will be identified by soil assays prior to construction. The usage of retention basins will be studied in conjunction with the soils and geology in the floodplain.

4.8 Biology

All lands adjacent to the new construction will be mulched and seeded to encourage new growth. The random placement of fill materials will allow for the formation of ponds to thus enhance the surrounding wetlands.

4.9 Visual Characteristics

The Selected Alternative will include a landscaping plan as described herein. The final landscaping plan will extend for the length of the whole corridor. Landscaping will be maintained by the City of Tualatin.

Construction Specifications

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. Rock crushing or screening operations performed within 3000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic placement of material stockpiles or as directed by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: February 25, 1981

File No: 234-1950

TO: The File

FROM: James D. McClure
Project Development Engineer

SUBJECT: Meeting with K-Mart Representative
S.W. 89th-Pacific Highway (Tualatin Project)
February 20, 1981

RETURNED TO
Board ___ Broad-nihaven ___
Cole ___ Frank ___
Eriksen ___ Warren ___
Hager ___ Dorn ___ Lee ___
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BY FINAL DESIGN ENGINEER

Mike McKillip, Public Works Director for the City of Tualatin and I met with Max Guant and Nancy from Mercury Development Corporation, representing the K-Mart Shopping Center businesses, concerning left turn access from Nyberg Road, just east of the Martinazzi intersection. The left turn access modification being requested by Mr. Guant was tabled at the February 9th City Council meeting with instructions to work out an equitable design with the state and city staffs. Attached is a sketch of the original proposed access by the developer.

I have opposed the modified left turn access from a safety standpoint and the traffic signal capacity of the intersection. The developer was agreeable, at the City Council meeting, to prohibiting southbound left turns from Martinazzi to Nyberg eastbound, which solves the problem with the traffic signal intersection capacity. From a safety standpoint, the access proposed by Max Guant presents a potential hazard since left turns would occur approximately 100 feet from the Nyberg Road/Bypass island nose. I advised Max, from a liability and safety standpoint, I would not approve a design with their access location this close to the island nose.

It appears that the driveway access to the shopping center could be shifted about 50 feet to the west, therefore reducing the potential safety hazard. Max will develop a design shifting the driveway as far west as possible for review by the state and city. Another possibility to extend the distance between the island gore point and the access would be to consider reducing the 20-foot throat width designed for Nyberg Road to a 16-foot width, which appears adequate. This possible design modification was not discussed with the developer.

JDM:PE
Attachment

xc: Wink Brooks
Mike McKillip
Don Adams
Bill Cole
Tom Schwab - Will these modifications, suggested, reduce the potential safety hazard?

Verstoeg ___
Anderson ___
Christensen ___
Olson ___
Sullivan ___
Terpin ___
Trout ___
Wakerlig ___

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S.W. NYBERG RD.

S.W. MAR

"M" 10+00.00
"W" 84+80.51 P.O.T.

T°C.L.
Δ 15° 00'
T 339.04'
L 642.86'
e-.02 Crown

"M" 367.08' R.C.R.
Δ 24° 35' 21"
T 80.00'
e-.003 Crown

"M" 10+39.79 P.C.

"M" 11+92.39 P.T.

"M" 82+39.61 P.O.C.
"M" 14+29.91 P.O.C.

"M" LINE

"W" LINE

Access Rd. to "K" Water Area

relocate Signal

check radius for fire trucks

"M" 13+24.28 P.C.

"M" 14+81.82 P.T.

84+55.13 P.T.

85+09.74 P.C.

"M" 367.08' R.C.L.
Δ 24° 35' 21"
T 80.00'
e-.003 Crown

T°C.R.
Δ 15° 00'
T 339.01'
L 642.86'
e-.02 Crown

A.C. Parking Lot

Buried Tel. Cable

4" Gas

Taper 20:1

91+52.60 P.

Trout

ROAD DESIGN SECTION 378-6558

Memo to the File

February 25, 1981

Michael Lucker
Designer, ODOT Landscape Unit

Landscape Development
S.W. 89th Avenue-Pacific Highway (Tualatin)

On February 20, 1981, Merlyn Anderson, ODOT Landscape Architect, James McClure, ODOT Project Coordinator and I met with Michael McKillip, Tualatin Public Works Director and Stephen Curl, Parks Maintenance Foreman. The purpose was to discuss engineering changes and City requests for the landscape portion of the project.

Mr. Curl stated that the plant materials and design were appropriate but requested a sixty foot spacing and 1 1/2"-1 3/4" caliper for the trees to correlate to city standards. We agreed to these changes.

The City also requested the installation of a spray head irrigation system for better plant appearance and reduced maintenance. We agreed to do a cost estimate and also pointed out potential advantages of drip irrigation. Mr. Curl said he would investigate them. We pointed out that irrigation would nearly double the cost of landscaping and everyone agreed that a final decision would have to be made after cost estimates are available. Mr. McKillip stated that he would check water sources for this area.

Also discussed was a moderately steep grass slope near the I-5 ramp that currently presents a maintenance problem. The City requested planting of low shrubs to improve appearance and reduce mowing. We agreed that shrubs could be planted but state maintenance forces would have difficulty with the added responsibility. Mr. Curl then said the City may be able to handle maintenance on an as required and informal basis.

The City also stated that they would like 7 to 10 days notice after road construction and before planting this shrub area to apply a herbicide to reduce furure weed problems. We agreed to this concept and a copy of this letter should notify the Resident Location Engineer of the City's intention.

Another item discussed was the hydrologist's r port of a potential floodway between station points 69+00 and 91+00. We noted that the ODOT design staff has reduced the median berm to an almost flat grade to allow lateral water movement and some minor median plant changes would be made.

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The City had previously requested a change from painted to curbed and planted median between station points 91+83 and 97+39. We have included this area in our current planting plan.

All parties agreed that because of the changes, a copy of the plans and final estimate should be forwarded to the City for approval well before contract letting.

ML:rlr

cc: James McClure
Earl Purdy
Michael McKillip
Frank Roberts

9375

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: February 18, 1981

File No: 234-1959

TO: Hank Wakerlig
Right-of-Way Descriptions Engineer

FROM: James McClure
Project Development Engineer

SUBJECT: Access Control Requirements
S.W. 89th-Pacific Highway (Tualatin) Section
S.W. Nyberg Road

1 Versteeg
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

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At the February 9th Tualatin City Council meeting, I presented an exhibit map defining where access will be controlled on the subject project, which was concurred in by the City Council. The Washington County Commission took action at their January 27th meeting, defining the Tualatin Bypass a "throughway", from approximately engineer's station 53+00 to 95+00. When I receive the documentation on their action, I will send it to you.

As we discussed, normally, access control lines on state highways require administrative approval. However, I am not sure this is applicable to this project since City Council approval has been obtained. Attached is a copy of the project right-of-way map defining the access control lines and showing the approved access points as follows:

- Tube Forgings of America (Right-of-Way File #51229)
  Station 61+65 to 62+35
  Access width 70 feet

- The Hervin Company (Right-of-Way File #51259)
  Station 76+23 to 76+73
  Access width 50 feet

- Fred Meyer Properties Incorporated (Right-of-Way File #51260)
  Station 90+72.6± to 91+92.60
  Access width 120 feet

By copy of this letter I am requesting the appropriate administrative approvals of the access control lines as depicted on the attached exhibit map.

Since this project is one of the few approved for funding with the freeway transfer dollars this fiscal year, and currently is scheduled for a May bid letting, please give it a high priority for projects in the metropolitan area. Also, advise me of the time frame that may be necessary to initiate the revisions and if you feel a May bid letting can still be maintained.

JDM:PE
Attachment

xc: Wink Brooks, Robert Bothman, Hal Versteeg, Bruce Boyd, Ken Rolfe, Curt Duval, Earl Purdy

9375

2-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9282(4)

2. STATE PROJECT NO. See below

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80112

2A. COUNTY NAME
Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/18/81

8. FEDERAL ROUTE NUMBER
FAU 9282

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
SW 89th Avenue - Pacific Highway (Tualatin) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, High Type Pavement and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the subject project at a TEC of $1,608,900 Federal Funds $1,367,565.

The above authorization is subject to justification for traffic signal at Martinozzi Avenue based on present traffic not future.

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STATE HWY ENGR
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FOR
Info | Invest | H'D | Data | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/18/81	L. K. Hassner	for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8233

Tualatin

February 17, 1981

In Reply Refer to File No.
234-1959

Winslow C. Brooks
Community Development Director
City of Tualatin
18880 S.W. Martinazzi Avenue
Tualatin, OR 97062

Subject: Utility Easements
S.W. 89th-Pacific Highway Section
Tualatin-Sherwood Bypass

In reference to your February 9 letter, Hank Wakerlig, Right-of-Way Description Engineer and I have discussed your request to include utilities franchised within the City of Tualatin in the slope and drainage easements for the project. Hank advised that to include utilities in the easement, each utility would need to be identified in respect to ownership, type and location.

A blanket easement for utilities franchised within the City of Tualatin, would not be possible from a federal or legal standpoint, since it would constitute an unknown encumbrance in the property deeds. One of the parcels of property involved is owned by the city; incorporation of the easement for utilities in this parcel would appear to be relatively easy for the city to do.

The utility companies would be required to negotiate with the property owners for use of the easement in the future.

Since it does not appear possible to identify the utility use at this time, I would recommend against your request, even though it seems like a logical approach.

James D. McClure
Project Development Engineer

JDM:PE

xc: D. Adams
H. Wakerlig

Verstoep ✓
Anderson
Christensen
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Sullivan
Terpin
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Wakerlig

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NOTED
ROBERT R. ROUNDS

CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 369
TUALATIN, OREGON 97062
(503) 638-8891

February 9, 1981

MA PDM PDE FFM SPC
ODOT METRO

FEB 10 1981

BM PAR PPC FILE T/A

Mr. James D. McClure
Project Development Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Tualatin-Sherwood Bypass/Revision of Right-of-Way Descriptions to include Utilities within slope and drainage easements

Dear Jim:

The City of Tualatin would like to request a revision to the right-of-way descriptions for the Tualatin-Sherwood Bypass so that utilities, franchised within the City of Tualatin, could utilize the proposed permanent easements for slopes and drainage. Because we will need to revise the right-of-way descriptions regarding access, we felt it would be a relatively simple matter to also revise the easements to include this provision at this time. If this proves too cumbersome at this point in the process, or you feel it is too costly, please call us so we can discuss the matter further. We are particularly interested in having this provision added to those properties that must be acquired for the north half of the bypass between S.W. Martinazzi Avenue and Boones Ferry Road.

Please call if you need additional information.

Sincerely,

Winslow C. Brooks
Community Development Director

WCB/pb

9375

Tualatin

CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 369
TUALATIN, OREGON 97062
(503) 638-8891

January 30, 1981

Mr. William W. Geibel
District Engineer
Highway Division Oregon Department
of Transportation
P.O. Box 565
Beaverton, Oregon 97005

Dear Bill:

Re: Tualatin McDonald's Restaurant/Improvements to S.W. Boones Ferry Road

This letter is to relate to you a conversation that I had with Jim McClure concerning any requested driveway approach permit for the subject project. Because the city would have difficulty utilizing its regulatory power to affect the improvements that are necessary to accommodate traffic into the McDonald's site, the city is requesting that the state use its powers available through the driveway approach permit process to require the necessary improvements. Consequently, we are requesting that the state use its driveway approach permit powers to require the McDonald's developers to improve the adjacent roadway to the standard proposed in Jim McClure's January 23, 1981 letter to Mr. Gary Hackman of McDonald's Restaurants in Bellvue Washington.

Please call if you have any questions regarding this request.

Sincerely,

Winslow C. Brooks
Community Development Director

WCB/pb

cc: Jim McClure, Michael McKillip

MA PDM PDE FFM SPC
ODOT - METRO
FEB 3 1981
LCR

BM PAR PPC FILE T/A

REFERRED TO

Beard Stoudenmeyer
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CC Adams
Ken Rolf
Bill Cole - Salem design

9375

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: January 29, 1981

TO: The File

File No: 234-1959

FROM: James D. McClure
Project Development Engineer

SUBJECT: Floodplain Concern
S.W. 89th-Pacific Highway (Tualatin Project)

Contained in the preliminary construction plans for the project is a two and one-half foot mounded, landscaped median design. The concern raised by Wink Brooks is "would the mounded, landscaped median area be an obstruction to flood water passage"?

I reviewed this with Dick Lenz and he advised that the hydrology analysis for the project assumed that no obstructions would be higher than the standard seven-inch curb height. The backwater through the City of Tualatin, based on that highway design, would not exceed elevation 123.8 for a hundred year flood. Dick advised that any obstruction in the low area of the bypass would create an obstruction and cause the backwater to occur more often than the 100 year frequency. The obstruction would act as an underwater weir. Dick's recommendation is to eliminate the mounded berm in this area, unless the City of Tualatin (working through the Corps of Engineers) is planning to dike off Hedges Creek, which is the primary cause of backwater through town. If the Hedges Creek dike is constructed, the mounded berm would be acceptable.

From a landscaping standpoint, the mounded berm is needed to get proper drainage for plants, due to the high groundwater table in the Tualatin area.

I will discuss this action with Wink Brooks to decide on the direction they would like us to take.

JDM:PE

FEB 03 1981

4- Verstees
3- Cole
3- Anderson

xc: Don Adams
Dick Lenz
Bill Cole
Merlyn Anderson

9375 C 12-80

FINAL SOILS AND GEOLOGY REPORT
SW 89th Ave.-Pacific Highway (I-5)
City of Tualatin
Washington County
Prefix No. 234-1959

1. TYPICAL SOILS: The typical soils are CLAYEY-SILTS and are represented by laboratory report no. 78-19064. Some organic silts will be encountered near the sewage treatment plant.

2. GRANULAR MATERIAL: No granular material should be encountered.

3. DRAINAGE: The drainage in this area is poor; however, there should be no problems. A 10X3 foot box culvert is planned to prevent flooding.

4. SLOPE DESIGN: The maximum cuts and fills are planned to be less than two or three feet. Slopes of 1 1/2:1 or 2:1 should be adequate and no problems are anticipated.

5. FOUNDATIONS: The alignment crosses some old sewage treatment ponds which have been back filled. The quality and depth of this material should be tested by excavating to an undetermined depth.

6. MATERIAL SOURCES: Approximately 6,000 cu. yds. of embankment material will be required. There are no State owned sources available for this project. The following is a partial list of qualified commercial sources which could provide the aggregate material:

Tonquin Quarry (Tigard S & G)
Stafford Quarry (Tigard S & G)
Baker Quarry
Grabhorn (L.H. Cobb)

7. BASE DESIGN: The Salem Surfacing Design Unit used the lab report to complete the attached Base Design.

9325

Tualatin

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: December 2, 1980

File No: 234-1959

TO: Thomas H. Schwab
Transportation Analysis Engineer

FROM: James D. McClure
Project Development Engineer

SUBJECT: 89th-I-5
City of Tualatin

I have been requested by Wink Brooks, Planning Director for the City of Tualatin, to make a presentation to their City Council on December 8th at 7:30 p.m. The presentation will concern access to the bypass project and traffic circulation at the intersection of the Beaverton-Tualatin Highway (Boones Ferry Road).

For the presentation, I would like to have your staff prepare a flip-chart size schematic showing the traffic circulation patterns through the intersection, which would also include the Tonka Street intersection. It appears that two schematic drawings will be needed; one with the access to the proposed McDonald's Restaurant property, and one without access directly onto the bypass. Prior to the meeting, we should discuss the traffic circulation through the intersection and ODOT's recommendations.

JDM:PE

xc: D. R. Adams
D. O. Christensen
R. J. Kleinschmit

REFERRED TO

Beard Stoudenmeyer
Cole Nagy
Eriksen Warson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 04 1980
ROAD DESIGN SECTION

Do Not File
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Bring Up
Action

9375 10-21-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 9282(3)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80112

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

10-24 orig 4

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehrens
FOR
Info | Inves | R/C | D/R | Stn | Alt | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10/21/80

FEDERAL ROUTE NUMBER: FAU 9282

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

S.W. 89th Ave. - I-5 Freeway section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/2/80 you are now authorized to proceed with the actual acquisition of File No. 51541 as shown on R/W map 9B-17-15 at a TEC of $166,500 - F.F. $141,525. Federal participation is limited to that right of way incorporated in the final location of the subject project. (The above authorization does not require additional obligation of funds)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/21/80	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—831-455

9375 10-21-80

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 9282(3)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME: Washington

ITEM NO. 80112

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

10-24-
ong

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO
Maehring
FOR
Info | Inves | R/D | D/R | Sign | Art | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE: 10/21/80

FEDERAL ROUTE NUMBER: FAU 9282

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

S.W. 89th Ave. - I-5 freeway (Tualatin)

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/27/80 you are now authorized to proceed with the acquistion of easement rights for file 51253 as shown on R/W map 9B-17 at a TEC of $500 - F.F. $425.

(The above authorization does not require additional obligation of funds)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/21/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-055

9375

STATE OF OREGON

INTEROFFICE MEMO

ROW 12

TO: Ken Kolfe
Proj. R/W Supervisor

DATE: September 8, 1980

FAIX

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 51254 and others
S.W. 89th Ave.-Pacific Hwy (Tualatin) Sec.
S. W. Nyberg Road
Washington County

Attached are two copies each of five revised Option forms covering right of way to be acquired in connection with S. W. 89th Ave.-Pacific Highway (Tualatin) Section of S. W. Nyberg Road in Washington County.

The Federal Aid Project Number is IX-9282 (3).

The area on these descriptions has been changed from acreage to square feet. There is no other change.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of a section of Map 9B-17-15 covering this area and bearing our date of September 5, 1980.

File No.	Name	Area
51254	James M. and Joyce L. Brock	1,815 sq. ft.
51255	Ted and Mildred C. Saarinen	8,900 sq. ft.
		1,260 sq. ft.
51256	James P. & Yvonne L. Addington	3,700 sq. ft.
		840 sq. ft.
51256	A. N. and Ila G. Sundstrom	3,700 sq. ft.
		840 sq. ft.
51258	Dan M. & Josephine H. Conover	14,740 sq. ft.
		3,350 sq. ft.

AC:nn
Enc. 5 Options, etc.
cc: Ed. Hardt/2 prints
Appraisal/1 print
F. Lowe
Title/1 print
A. Riveness/Exhibit
✓Don Harwell

Contains Recycled Materials
81-125-1387

9375

CITY OF TUALATIN
18880 SW MARTINAZZI AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-8231

August 12, 1980

Mr. D. E. Swan
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

With reference to the S. W. 89th Avenue - I-5 section of Nyberg Road, we have selected Option 3 for making our advance deposit.

We are enclosing a copy of our Resolution No. 48-80 and the attached Exhibit A authorizing execution of a limited power of attorney.

If you need anything else, please let me know.

Yours truly,

Marilyn Matthias

Marilyn Matthias
Accountant

mm

Enclosures

cc: Jan Peterson

8-13-80 Notified San Rose.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 13 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

G1c

RESOLUTION NO. 48-80

A RESOLUTION AUTHORIZING EXECUTION OF A LIMITED POWER OF ATTORNEY TO ALLOW THE OREGON DEPARTMENT OF TRANSPORTATION TO DRAW ON FUNDS DEPOSITED IN THE STATE OF OREGON INVESTMENT POOL BY THE URBAN RENEWAL AGENCY OF THE CITY OF TUALATIN FOR THE PURPOSE OF FUNDING ROADWAY IMPROVEMENTS IN THE VICINITY OF S.W. NYBERG STREET BETWEEN INTERSTATE 5 AND S.W. 89th AVENUE.

BE IT RESOLVED BY THE CITY OF TUALATIN DEVELOPMENT COMMISSION - THE URBAN RENEWAL AGENCY OF THE CITY OF TUALATIN, OREGON, THAT:

Section 1. The Chairman and the Administrator be and they hereby are authorized to execute that certain power of attorney titled "Limited Power of Attorney - Local Government Investment Pool" for the purpose of allowing the Highway Division of the Oregon Department of Transportation to withdraw funds from the Renewal Agency's State of Oregon Investment Pool account to provide the Agency's share of funds necessary to acquire right-of-way for roadway improvements in the vicinity of S.W. Nyberg Street, between S.W. 89th Avenue and Interstate 5, a copy of which is marked Exhibit "A", attached hereto and by this reference incorporated herein.

INTRODUCED AND ADOPTED this 30th day of June, 1980.

THE CITY OF TUALATIN DEVELOPMENT COMMISSION - THE URBAN RENEWAL AGENCY OF THE CITY OF TUALATIN

BY: _____
Chairman

ATTEST:

BY: Yvonne L. Addington
Administrator

61C

EXHIBIT "A"

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Tualatin Development Commission - the Urban Renewal Agency of the City of Tualatin - hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and deliver to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of Tualatin Development Commission - the Urban Renewal Agency of the City of Tualatin - has deposited with the State of Oregon Investment Pool the sum or $14,100.00 in Account No. 4487. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with the S.W. 89th Avenue/Interstate 5 section of S.W. Nyberg Street, or otherwise known as the Tualatin-Sherwood Bypass.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above-stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the Board of Commissioners of the City of Tualatin Development Commission - the Urban Renewal Agency of the City of Tualatin - this 23rd day of June, 1980 by a vote of the majority of a quorum of its governing body.

Chairman, Board of Commissioners

Administrator

G1c

The City of Tualatin Development Commission
The Urban Renewal Agency of the City

June 18, 1980

Board of Commissioners
Urban Renewal Agency

Members of the Commission:

TUALATIN-SHERWOOD BYPASS/LOCAL SHARE OF RIGHT-OF-WAY ACQUISITION

The Federal Highway Administration has approved funding of the right-of-way acquisition for the Tualatin-Sherwood bypass. In the attached letter, the Oregon Department of Transportation requested that the City submit its share of the estimated right-of-way acquisition cost. The total estimated cost is $235,000, of which the City is responsible for a 6% share, or $14,100. This phase of the project will utilize $199,750 in federal funds and $21,150 in state funds.

The state provides three options for transmitting the local share deposit to the Department of Transportation. These are as follows: cash payment, letter of credit, or withdrawals from the Local Government Investment Pool. Because the Agency already has its surplus funds invested in the Local Government Investment Pool, and because this fund returns the highest rate of interest among all the payment options, it was felt by the staff that withdrawals from the Local Government Investment Pool through a power of attorney issued to the State Treasurer would be the most appropriate means of meeting our local share of the obligation. This option would allow the Agency to keep its funds invested until withdrawn by the state as needed to meet matching requirements for the federal money being used. The proposed payment option will necessitate the approval of a resolution that will authorize the execution of a limited power of attorney to the Local Government Investment Pool.

RECOMMENDATION

The staff respectfully recommends that the Board of Commissioners take action to approve the attached resolution authorizing the Chairman and Agency Administrator to execute a limited power of attorney to the Local Government Investment Pool.

Sincerely,

Winslow C. Brooks
Community Development Director

Approved by City of Tualatin
Development Commission
(and the Urban Renewal Agency of the City)
Date 6/30/80

P.O. Box 426, Tualatin, Oregon 97062 ph. (503) 638-6891

9375

ROW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

August 8, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Oregon Project IX-9282(3)
S.W. 89th Ave./I-5 Freeway
(Tualatin) Section
Reference HRW-OR

In your letter of July 30, 1980, you requested additional information concerning the structures and possible eligibility of displaced persons on this project.

The two buildings shown on the right-of-way map were removed over a year ago when Fred Meyer Corporation started the site preparation work for its new shopping center. The house had not been occupied for several years and the savings and loan building was removed because of the shopping center development. The displacement was not caused by the highway project.

RH:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
D. E. Swan
F. C. Lowe

RECEIVED
DOT DIRECTOR
AUG 11 '80
REFER TO
FOR
info | appr | s/d | s/r | file

NOTED

Form 734-3123

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9282(3)
S.W. 89th Ave/I-5 Freeway (Tualatin) Sec.

Date: July 30, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Mr. Swan's July 22, 1980, letter requests authorization to proceed with acquisition of right of way. It is indicated that no relocation assistance is involved and assurances as to replacement housing are not required. The right of way map submitted shows structures are located on right of way that we understand is being donated to the project. We understand that the structures include an old dwelling and a business building.

Donation of right of way is acceptable if the owners have been fully informed of their right to receive just compensation. However, this would not preclude the necessity for the State to comply with the Uniform Act regarding relocation assistance payments if, in fact, persons occupying the structures were displaced because of the project.

Please provide additional information concerning the structures and the possible eligibility of displaced persons for relocation benefits.

G. L. Green

cc:
OSHD (D.E. Swan, Proj. Mgt.)
OSHD (B. Boyd, R/W)
OSHD (V. Wilson, R/W)

RECEIVED
STATE HWY ENGR
JUL 31 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

9375

STATE OF OREGON

INTEROFFICE MEMO

ROW 12

TO: Ken Rolfe
Reg. R/W Supervisor
REGION 1

DATE: July 24, 1980

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 51254 et al
S.W. 89th Ave.-Pacific Hwy. (Tualatin) Sec.
S. W. Nyberg Road FAU
Washington County

Attached are two copies each of ~~nine~~ Eight original Option forms covering right of way to be acquired in connection with the S. W. 89th Ave.-Pacific Highway (Tualatin) Section of S. W. Nyberg Road in Washington County. This contract is scheduled for letting in the fiscal fourth quarter of 1981.

The distribution number to be used for the acquisition of these files has not been approved.

Do not appraise or negotiate until notified by Frank Lowe.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of July 21, 1980.

We are forwarding under separate cover three prints of Map 9B-17-15 covering this area and bearing our date of July 23, 1980.

You will find the file number, name a area for each of the files on the attached sheet.

AC:nn
Enc. 9 Options, etc.
cc: Ed Hardt
Appraisal/Auth. List
F. Lowe
Title
A. Riveness/Exhibit
✔Don Harwell

Contains Recycled Materials
81-125-1367

Oregon State Highway Department
DESIGN DIVISION

Sheet No. ..... of .....

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway S.W. Nyberg Road ..... County Washington

Unit ..... Survey Approved

Section S.W. 89th Avenue-Pacific Highway (Tualatin) ..... Sta. 53+00 ..... Sta. 95+00

R/W Map No. 03-17-15 53-19

Cost Distribution .....

File No	NAME		CONTROL ACCESS				ACTION					PURPOSE					
			Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
51254	James M. and Joyce L. Brock	0.04				X	X					X					
51255	Ted and Mildred C. Sarrinen (James P. and Yvonne L. Addington C.P.)	0.2 0.3				X	X					X					
51256	James P. and Yvonne L. Addington	0.08 0.02				X	X					X					
51257	A.M. and Ila G. Sundstrom	0.08 0.02				X	X					X					
51258	Lan M. and Josephine M. Conover	0.34 0.08				X	X					X					
51259	The Mervin Company	1.48 0.17 0.46 4000 SF 0.02				X	X					X					
51260	Fred Meyer Properties, Inc.	0.10 0.05 0.08 0.07 0.19 0.05				X	X					X					
51261	Clayton and Kathryn L. Nyberg	0.09				X			X			Traffic Control Facility					

Submitted ..... R/W Description Engineer Date JUL 21 1980

Approved ..... Assistant Design Engineer Date .....

Appr.....

9375

July 2, 1980

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of April 1980 through June 1980 are the following:

Portland

1) SW 89th Ave.-Pacific Hwy. (Tualatin) Sec.
2) Westside Corridor Project, Phase II Alternative Analysis/DEIS Project
3) SE Holgate Blvd.-SE Glenwood St. (Portland) Sec.
4) Oswego Creek (Sucker Cr.) Sec.
5) Banfield Light Rail Transit Sta. Area Planning Program.
6) SW Murray Blvd.-SW Alice Lane Sec.
7) Basin Ave.-Going St. Intchg. (Portland) Sec.
8) NW 26th Ave.-NW Glisan St. (Portland) Sec.
9) NW Portland Transportation Study

Note: There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F.B. Klaboe
Director

JLG: jv
bc: H. S. Coulter R. N. Bothman
L. W. Rulien E. S. Hunter
D. H. Moehring C. O. Fredrickson

9375

6-23-80

FINAL SOILS AND GEOLOGY REPORT
SW 89th Ave.-Pacific Highway (I-5)
City of Tualatin
Washington County
Prefix No. 234-1959

1. TYPICAL SOILS: The typical soils are CLAYEY-SILTS and are represented by laboratory report no. 78--19064. Some organic silts will be encountered near the sewage treatment plant.

2. GRANULAR MATERIAL: No granular material should be encountered.

3. DRAINAGE: The drainage in this area is poor; however, there should be no problems. A 10X3 foot box culvert is planned to prevent flooding.

4. SLOPE DESIGN: The maximum cuts and fills are planned to be less than two or three feet. Slopes of 1 1/2:1 or 2:1 should be adequate and no problems are anticipated.

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   Tonquin Quarry (Tigard S & G)
   Stafford Quarry (Tigard S & G)
   Baker Quarry
   Grabhorn (L.H. Cobb)

7. BASE DESIGN: The Salem Surfacing Design Unit used the lab report to complete the attached Base Design.

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: S.W. 89th Ave.-Pacific Hwy (I-5) (City of Tualatin)
Highway: F.A.U. 9282 Nyberg Rd.
County: Washington
Prefix: 234-1959
Res. Engr. E. Purdy

Date June 15, 1979
Twenty Year Traffic Coefficient 10.0
18 kip s.a. per day 321.7
R Value 10
Frost Penetration - - - -
CBR Total Requirement 32.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (F.S.)	3.0
4.0"	A.C.	8.0
8.0"	T.B.	14.5
6.0"	L.T.S.	6.0
19.5"		31.5"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

78-19064

Project	S.W. 89th-Pac. Hwy.	Laboratory No. Prefix No.	234-1959-910
Highway	City of Tualatin	County	Washington
Contractor	Contract No.	F.A. Project No.	
Submitted by	C. J. Eshelman	Date Reported	12-19-78
		Laboratory Charges	409.=

1 Sack

REPORT ON SAMPLE OF

Source of material	Sta. "L" 71+26, 13' Rt.		
Sampled or inspected at	Roadway	Data No.	48969
To be used	Sub Base	Date received	11-8-78
Sampled or inspected by	R. Jennison 11-3-78	Quantity represented	

TEST RESULTS

SOIL CONSTANTS

L.L. T-89	34
P.I. T-90	11
Sp. Gr. (Le Chat.)	2.64
Sand Equiv.	
Class. M-145	A-6
Organic	%
Nat. Moist.	%
Los Angeles Abrasion	T-96
Grading	% Wear
Oregon Degradation	
P20 %, Ht.	in.

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf % Moisture

95.7	15.1
99.8	17.4
101.2	19.7
100.8	21.7
97.6	23.9

Expansion Pressure and "R" Value T-190

Moisture %	25.7	23.5	22.4	21.3
Exudation Press. psi	80	175	215	310
Expansion Pres. CT in	0.0	4.5	7.5	12.0
Displacement	4.7	4.7	4.8	4.5
Compaction, psi	10	62	86	110
"R" Value	7	19	29	42
Density pcf	93.0	95.8	98.1	99.8
Water loss ml.	0	0	0	0
Comp. water				
loss at blows	–	–	–	–

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	100.0
1	99.8
¾	99.4
½	98.8
⅜	98.3
¼	97.8
4	97.4
10	96.4
40	90.3
60	81.7
200	65.0

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	3.6 %
Coarse sand, 2.0 to 0.42 mm.	6.3 %	6.1 %
Fine sand, 0.42 to 0.074 mm.	26.2 %	25.3 %
Silt, 0.074 to .02 mm.	24.3 %	23.4 %
Silt, 0.02 to 0.005 mm.	19.1 %	18.4 %
Clay, smaller than 0.005 mm.	24.1 %	23.2 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☒ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☐ Files
- x ~~Eshelman~~
- x Gregg

Remarks Sample was prepared for testing after partial air drying.

"R"-Value @ 25.2% Moisture Content (95% of 101.2 pcf - T99 Max. Dens.) – 9

"R"-Value @ 21.4% Moisture Content (300 psi Expansion) – 40

John C. Jenkins
Engineer of Materials

SP*1605A-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

#-19064

Project	S.W. 89th-Pac. Hwy.	Laboratory No. Prefix No.	234-1959
Highway	City of Tualatin	County	Washington
Contractor	Contract No.	F. A. Project No.	
Submitted by	C. J. Eshelman	Date Reported	12-19-78
		Laboratory Charges	

1 Sack REPORT ON SAMPLE OF Soil + 5% Lime Treatment

Source of material	Sta. "L" 71+26, 13' Rt.		
Sampled or inspected at	Roadway	Data No.	48969
To be used	Sub Base	Date received	11-8-78
Sampled or inspected by	R. Jennison 11-3-78	Quantity represented	

TEST RESULTS

SOIL CONSTANTS

L. L. T-89	34	
P. I. T-90	NP	
Sp. Gr. (Le Chat.)	2.56	
Sand Equiv.		
Class. M-145		
Organic		%
Nat. Moist.		%
Los Angeles Abrasion		T-96
Grading		% Wear
Oregon Degradation		
P20	%, Ht.	in.

Expansion Pressure and "R" Value T-190

Moisture %	26.7	23.3	22.7	22.2
Exudation Press. psi	12	131	259	450
Expansion Pres. CT in	0.0	0.0	0.0	2.0
Displacement	5.1	4.5	4.1	3.7
Compaction, psi	10	62	86	110
"R" Value	47	63	72	78
Density pcf	89.9	95.1	96.1	98.6
Water loss ml.	0	0	0	0
Comp. water				
loss at blows	80	–	–	–

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf % Moisture

89.0	15.1
94.3	17.3
97.4	19.4
98.0	21.8
95.9 Lim	24.2

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☐ Files
- x Gregg
- ~~x Eshelman~~

Remarks NOTE: 5% hydrated lime was used in performing tests and isequivalent to 3.8% quicklime.

"R"-Value @ 26.2% Moisture Content (95% of 98.2 pcf - T99 Max. Dens.) – 48

"R"-Value @ 22.6% Moisture Content (300 psi Expansion) – 74

John C. Jenkins
Engineer of Materials

SP*66056-T34

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 78-19064
Data Sheet No. 48969
Prefix 234-1959
Laboratory charge

Lime Treated Subgrade

Project S.W. 89th - Pac. Hwy.
Highway City of Tualatin
Contractor No.
Submitted by C.J. Eshelman
Source of Material Sta. "L" 71+26, 13' Rt.
Sampled or inspected at Roadway To be used Subbase
Sampled or inspected by R. Jennison 11-3-78 Quantity represented

Date received 11-8-78
Date reported 12-19-78

Unconfined Compressive Strength Test; 7-Day Cure
Using Ashgrove Hydrated Lime:

Hydrated Lime Content, %	0.0	5.0
Moisture at Mixing, %	20.2	21.2
Dry Density, pcf	103.3	96.8
Compressive Strength, psi	40.2	47.7
Liquid Limit (T89)	34	30
Plastic Index (T90)	10	NP

NOTE: Test specimens were compacted by AASHTO T99 Compaction Method A, at optimum moisture content. T89 and T90 tests were performed on material taken from the specimens after compressive strength testing.

REPORT TO:

2 ☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

x [illegible] Gregg
x Eshelman

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form E-869 (5-71)

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project S.W. 89th - Pacific Hwy (I-5) Hole No. 1
Highway City of Tualatin County Washington Sheet 1 of 1
Location "L" 71+36 13' Rt Prefix 234-1959
Ground Elevation _____ Angle vertical Equipment Used Hand auger
Engineer Purdy Purpose of Work Base design
Started 11-3-78 Completed 11-3-78 Drillers Jennison, Hatcher
Drive Sampler O.D. _____ I.D. _____ Hammer Weight 20lbs Fall 18"
Other Testing Equipment: Type Probe Point Size 1"

ELEVATION	WEATHERING OR STRENGTH VALUES, TRIAXIAL, VANE SHEAR, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS	SAMPLED FT.	% RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS
															0		0-2' CLAYEY-SILT
		Medium Firm		20.2	Gray	Lt. Gray-Brown		19	1			100%			1		
								23	1						2		2-3' SANDY-SILT with weathered Basalt fragments
								28	1						3		END HOLE
															4		

Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.

Logged by Ron Jennison Date 11-9-78

SP*67711-734

Form E-869 (5-71)

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project S.W. 89th – Pacific Hwy · (I-5) Hole No. 2
Highway City of Tualatin County Washington Sheet 1 of 1
Location "L" 82+10 ℄ Prefix 234-1959
Ground Elevation _____ Angle Vertical Equipment Used Hand auger
Engineer Purdy Purpose of Work Base design
Started 11-3-78 Completed 11-3-78 Drillers Jennison, Hatcher
Drive Sampler O.D. _____ I.D. _____ Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Probe Point Size 1"

ELEVATION	WEATHERING OR STRENGTH VALUES: VANE SHEAR, TRIAXIAL, ETC.	HARDNESS OR TORVANE	JOINTING OR LIQUID LIMIT, P.I.	% MOISTURE	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS FEET	SAMPLED FT. RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	GRAPHIC LOG DEPTH Feet	GRAPHIC LOG	REMARKS
					Black			8/1					0	0-1' Organic SILT	
					Black			10/1					1	1-1.5' Organic CLAY	
	Soft				Mottled Green-yellow			9/1		100%			2	1.5-2.5' CLAYEY-SILT	
	Medium Firm							14/1					3	2.5-3.7' CLAY with some small rocks	
								25/0.7					4	END HOLE	

Logged by Ron Jennison Date 11-9-78

9375

June 17, 1980

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

AGE 4-2

Attention: JoAnn Johnson
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7195

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the construction of the 89th Avenue-I-5 Freeway Section of Nyberg Road in the City of Tualatin, Washington County.

We are also forwarding a fully executed copy of this agreement to the City of Tualatin and we have retained one copy for the Transportation Commission's files.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

gnk

Attachment

bc: Don Harwell

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 24, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

City of Tualatin is requesting a $1,365,000 project to undertake the right-of-way and construction phases of a previously approved preliminary engineering project on S.W. Nyberg Road. The Transportation Commission approved the preliminary engineering project on July 27, 1976. The project will provide four travel lanes, a raised planted median, landscaping and sidewalks on new alignment between S.W. 89th Avenue and I-5 Freeway. Right-of-way will be acquired as a participating cost of the project. State will perform the construction engineering. The location of the project is indicated on the attached sketch map. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Tualatin	S.W. 89th Avenue - I-5 Freeway, S.W. Nyberg Road, FAU 9282	$1,365,000	$1,160,250	$122,850

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer Funds withdrawn from the I-505 Freeway. I recommend your approval and request you authorize this project under delegated authority.

12-26 orig to Head cy to Mocknings files

APPROVED BY:

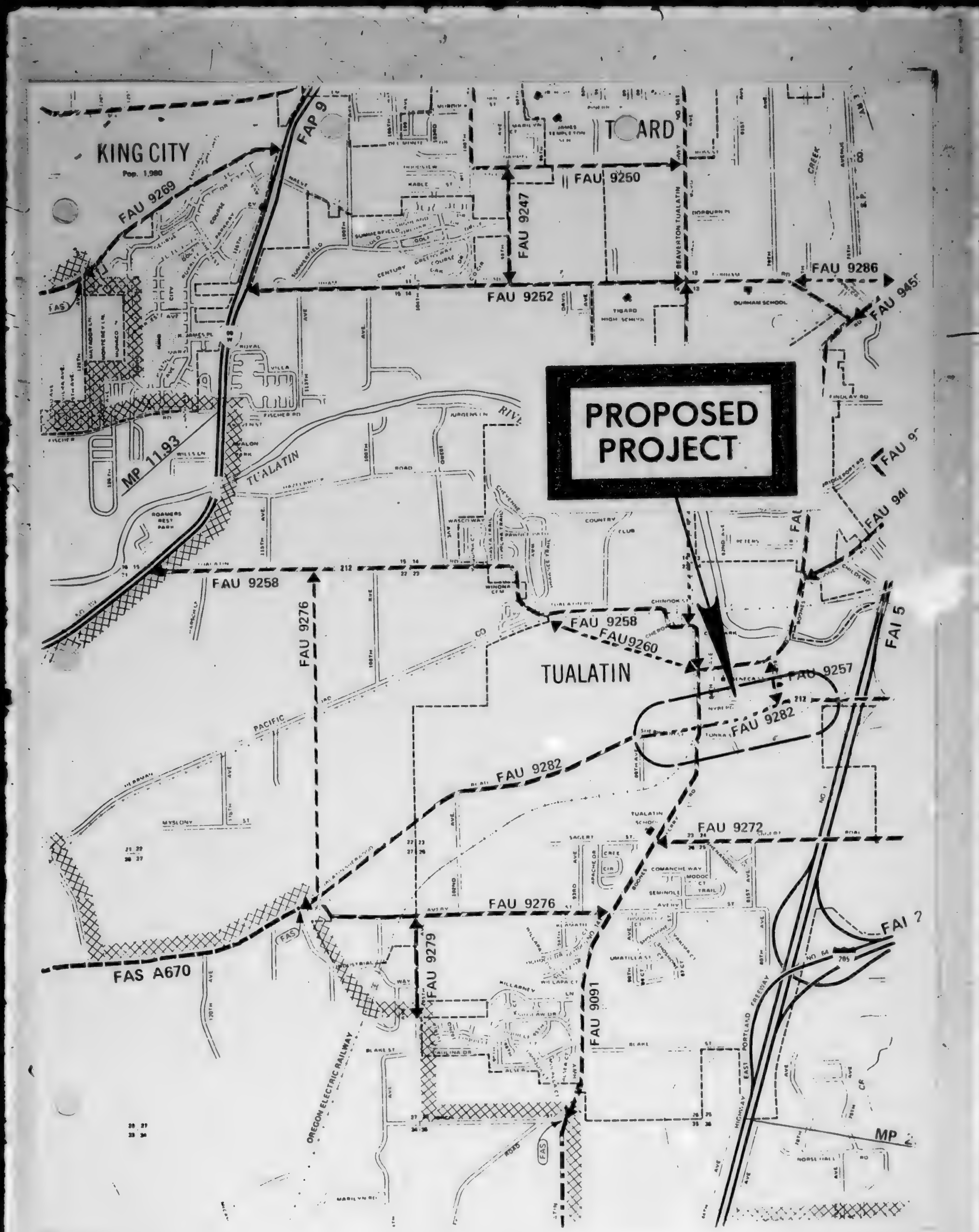
H. S. Coulter
State Highway Engineer

Date 12/26/79

GEZ:pf
Attachment

Contains Recycled Materials
81-125-1387

SP*75683-125


KING CITY
Pop. 1,980
FAP 9
FAU 9269
FAU 9250
FAU 9247
FAU 9252
FAU 9286
FAU 945
PROPOSED PROJECT
MP 11.93
TUALATIN ROAD
FAU 9258
FAU 9276
FAU 9260
TUALATIN
FAU 9257
FAU 9282
FAU 9272
FAU 9279
FAU 9091
FAS A670
OREGON ELECTRIC RAILWAY
PACIFIC HIGHWAY
EAST PORTLAND FREEWAY
MP 2

9375

CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-8881

June 9, 1980

Mr. Jon Rose
State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

In accordance with our telephone conversation, I am enclosing copies of Resolution Nos. 729-80, 730-80 and 731-80 pertaining to roadway improvements between Interstate 5 and S. W. 89th Avenue.

Very truly yours,

E. R. Hassett

E. R. Hassett

Enclosure

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 11 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9375

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 4, 1980

Circulation Stamp
Date Rec'd JUN 6 1980
In Reply Refer to File No.: ROW

City of Tualatin
18880 S.W. Martinazzi Avenue
P.O. Box 428
Tualatin, Oregon 97062

Attn: Yvonne L. Addington
City Administrator

Dear Mrs. Addington:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way phase of the S.W. 89th Avenue - I-5 Section of Nyberg Road.

Financial sharing of the right-of-way is:

Total Estimated Cost	$235,000.00
Federal Funds (85%)	199,750.00
BALANCE	$ 35,250.00

City's Share = 6% of $235,000 = $ 14,100.00

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

6-6-80
NO SHEET ATTACHED
Y. Addington

6-9-80
OMITTED FROM ORIGINAL TRANSMITTAL
G E Zehnder

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

Form 734-3122

9375

Tualatin

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 2, 1980

Portland, OR 97221

FROM: Earl C. Purdy
Resident Locating Eng'r.

SUBJECT: SW 89th. Ave.-Pacific Hwy. Section
Nyberg Road
City of Tualatin
Prefix 234 -1959

TO: A. D. Olson
Preliminary Design Eng'r.

ATTENTION: Hank Wakerlig
Tom Edwards

The Engineers working for VTN Consultants, who are developing the industrial property just westerly of our Project, has requested that we consider revising our proposed centerline to match the existing County Road centerline. At the time of field survey the R/W centerline was uncertain and our proposed centerline matched the roadway centerline. We have submitted to your office mapping showing the revised county road R/W.

we can see no problem here, since the original centerline "L" can be used as the constructed centerline and the L-1 (R/W) used to acquire the R/W needed.

The developer is having problems with drainage and has been trying to involve us in them. They are hoping that we (OSHD) will acquire the R/W and easement and they in turn will be able to outfall their drainage through the taking.

Attached find:

Copy of Detail Map showing requested revision in red.
1 Traverse Sheet L & L-1.

C.C. Curt Duval
Ron Kleinschmit

REFERRED TO
Beard — Staudenmayer
2 Cole — Mann
1 Eriksen — Watson
Hager — Dorn — Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
2 Christensen
1 Olson
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
JUN 4 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

FR

Form 81-734-3038

Oregon State . ..hway Division

SP*19774-7

TRAVERSE SHEET

County Washington Section 80TH - Pacific Hwy Calculated by EWW 5/28/80

Highway Nyberg Rd Line L-1 (ITN ℄) Sheet No. 1 of 1 Checked by

STATION	CURVE DATA Degree	CURVE DATA Angle	Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE N.	LATITUDE S.	DEPARTURE E.	DEPARTURE W.	CO-ORDINATES Lat.	CO-ORDINATES Dep.
℄ 59+07.79 PT														
					246.58	S 88-38-40 E							633.287.02	1.417,629.50
℄ 61+65.04 PT														
					25.55	"	Note: Points Held Fixed shown in ( ) →						3280.712 (80.74)	7,996.105 (95.97)
℄ 61+90.59 POT = ℄-1 61+90.59 PT														
				℄ =	252.00	N 88-38-40 W							3290.709 (90.10)	7,721.5?? (?1.39)
℄-1 59+07.78 PT 5?C R	Δ = 24-49-20													
	L = 436.11													
				℄ =	252.00	S 66-33 W							3285.071 (86.10)	769.5??
℄-1 53+07.79 PC														
					1697.28	"							3185.788 (98.28)	7439.432 (38.45)
Projected ℄ Rd. (℄-1 42+10.51 = POT)													2510.357 (10.51)	5881.334 (81.29)

L-1 56+94.48 PC

+94.48

Fnd ½" Pipe
Fnd Sq. Nail Bolt
Fnd ¾" I.P. w/Plug & Tack

60' (M)

30'

30'

N 66° 53' 00" E (Basis of Bearings)

(M)

S.F.D.

STORAGE

STORAGE

STORAGE

L-1 56+94.48 PC

+94.48

Fnd ½" Pipe

Fnd sq. Hd Bolt

Fnd ¾" I.P w/plug+tack

60' (R)

30'

30'

N 69° 53' 00" E

(R)

S.F.R.

BUILDING

STORAGE

TANK

SHED

L-1 56+94.48

30'

30'

Orig. ℄ ? (Mortensen Extg. Roadway)

Revised Plan ℄ L-1

60' (typ) +60

5' (typ) +90.59

L-1 Line
P.I. C.R.
Δ = 29°48'20"
T = 252.00
L = 496.11

L 61+65.09

"L-1" +90.59 PT. BK. =

9375 PW

WASHINGTON COUNTY

Inter-Department Correspondence

Date May 23, 1980
For Meeting of: May 27, 1980

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Construction-Finance Agreement, Tualatin Sherwood Road Bypass Project

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-304
DATE 5-27-80
By Ann Johansen
CLERK OF THE BOARD

At your meeting of April 15, 1980, your Board approved a construction-finance agreement between the Oregon Department of Transportation, the County and the City Council of the City of Tualatin by Minute Order No. 80-226. The local share of this project is being paid by the City of Tualatin. Upon return of these documents to the Oregon Department of Transportation, they discovered an error in the funding percentages, which is item number 4 under recitals. The federal E-4 funds come from two separate freeway transfer projects and not one as was specified in the last agreement. The remainder of the agreement is the same as was signed on April 15, 1980 and the City of Tualatin will still be paying the local share of the project.

RECOMMENDATION: Your Board authorize the chairman to sign the revised construction agreement.

Respectfully submitted,

Larry Rice

Larry Rice

226
LR:MAB:ja

9375

2.

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

Highway Division
DEPT.

TELEPHONE

TO: Robert Gormsen
Manager
Commission Services

DATE: May 23, 1980

FROM: Adele L. Egan Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Right of Way Services Agr. #157
S. W. 89th Ave.-I-5 Sec.
Nyberg Road
City of Tualatin
(Tualatin-Sherwood ByPass)

MISC. CONTRACTS and
AGREEMENTS No. 7195

We are enclosing the original agreement for the subject project.

The project will be programmed.

AE
mp
Enc.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Property Management, w/c
Title, w/c
Relocation, w/c
Description, w/c

rec'd 6-5-80 Report.

RECEIVED
MAY 27 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9375

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan - Minor Holmes

SUBJECT: Revised Agreement

FROM: Jon Rose

DATE: 4/30/80

Because of expected overruns on the Nyberg Road project (89th Ave - I-5 - Unit 2) money has been transferred to this project ~~from~~ by MSD from the T.V. Hwy @ 185th job. The T.V. @ 185th job was not to have state match, so the transferred money should not be matched now. This leaves the Const-Finance agreement in need of revision if we are not to be committed to matching something which should not be ours.

Please revise the agreement for resubmitting to the County and City. Call if you have questions.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ (SIGNATURE) _____ (DATE) _____

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9315

Wash

TRA 7

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

378-6537

TO: D. O. Christensen
Final Design Engineer

ATTN:
Tom Edwards

DATE: April 24, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: SW 89th Avenue-Pacific Highway Section
Nyberg Road (Tualatin)
washington County

There will be no need for additional right of way or easements for sign installations on the subject project.

The updated estimate for permanent signing is $8,000.

L. E. George
Traffic Engineer

ALB:jrb

cc: Hank Wakerlig
W. W. Geibel
E. L. Hardt

REFERRED TO
Beard, Stoudenmeyer, Cole, Mann, Eriksen, Watson, Hager, Dorn, Lau, Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
APR 28 1980
ROAD DESIGN SECTION

Do Not ..., Return To ..., Bring Up ... / ..., Action ...

Contains Recycled Materials
81-125-1367

SP*75683-125

9375.

PROJECT MANAGEMENT BRANCH
ACHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 8 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

CITY OF TUALATIN
18880 SW MARTINAZZI AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-8891

April 22, 1980

MA PDM PDE TSE SPC
ODOT - METRO

APR 23 1980

AMS PPS PPC FILE T/A

Mr. Ron Kleinschmidt, Project Coordinator
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213

Dear Ron:

CONSTRUCTION-FINANCE AGREEMENT/
TUALATIN-SHERWOOD ROAD BYPASS
PROJECT

Please find enclosed 4 copies of the Construction-Finance Agreement/ Interstate Transfer Project for the Tualatin-Sherwood Road Bypass. These documents have been executed by both the City and the County and are being returned to you for approval by the State Transportation Commission.

Please note that two revisions were made in the original Finance Agreement. The first revision removes a provision from the City's obligation related to approval of grade changes. A new provision 4 under the General Provision Section has restated the grade change concern. The second revision is evidenced by a new Section 7 under the general provisions of the agreement. We do not feel that these revisions will have a substantial affect upon the agreement and feel they will be acceptable to your department as we have previously discussed.

If you should have any questions regarding this matter, please do not hesitate to call.

Sincerely,

Winslow C. Brooks
Community Development Director

WCB/ma

Enclosures

CC: Bob Bothman
Larry Rice
Mike Borreson

Maimar —
The noted revisions have been included in the latest version delivered to the City 5/1/80
Jan

9375

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-82[illegible]
Date: April 22, 1980

File No: 234-1959

TO: TED SPENCE
Policy & Planning Coordinator

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: 89th Avenue - I-5 (Unit 2)
Nyberg Road Project
Matching Responsibility

You asked for a breakdown on local matching responsibility for the subject 89th Avenue - I-5 project and a search of the record shows the following:

The latest TIP shows preliminary engineering to be funded with FAU money with the amount shown as $147,292. This does not reflect a $33,000 transfer of FAU funds from the 65th Avenue/Nyberg Road PE Project. The actual PE authorization, then, is $180,292 in FAU funds with the state obligated to match at six per cent.

Shown in the latest TIP under I-505 Transfer Category E is $81,050 for right-of-way and $1,180,794 for construction. Combined, these two figures total $1,261,844 with the state expected to provide match money at the 9 per cent ratio. In addition to the FAU and the I-505 transfer funds, there has been transferred to the project $302,456 in Mt. Hood Category III money which had originally been authorized for the TV Highway at 185th intersection. The state will not match that Mt. Hood money but will look to Washington County or the City of Tualatin to provide the required 15 per cent.

The city/county/state agreement for this project has been signed by the City of Tualatin and sent to Washington County where it is at present. Since funding sources and matching limits are not clearly defined in that agreement, it will be necessary to make modifications before the state will be willing to sign.

NOTE: All these figures are Federal Funds

Not quite so. Jim McClure now advises that through some sort of horse trade the State will match po $124,000 TEC ($105,400 FF) which is estimated cost of R.R. protection work originally considered for Title II. Rate will be 85% 94/6% 15% St.? This leaves $197,056 FF which the State will not match.

9375

I 505 W

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

April 18, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80112
Project No. IX-9282(3)
S.W. 89th Ave. - I-5 Freeway (Tualatin) Section
Washington County

Attached data consists of PR-1 forms and project maps.

I request transfer of Interstate Substitution General Funds for the right of way on the subject project at an estimated total cost of $235,000 with substitution funds in the amount of $199,750. A request for authorization to proceed with the actual acquisition of the required right of way will be forwarded under separate action upon receipt of the necessary maps.

This request is based on the April 14, 1980 letter to you from F.B. Klaboe, Director of the Department of Transportation.

CL:bke
Attachments

cc: R.N. Bothman (Metro)
M. Klotz
J. Rose
Gary Zehner
J. Boyd
F. Lowe

Form 734-3122

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. S.

FORM FR-1 (REV. 4-61)

4-18-80

FEDERAL-AID PROGRAM DATA

Instructions (PPM 21-1)

CARD 2 — REPORT NUMBER (18)(30) — PROJECT LOCATION (45 typewriter spaces) (31): Co. Rd., S.W. Nyberg Road (55)

ADT — PRESENT: 12,500 — FUTURE: --- (66) — YEAR: -- (70)(71)(72)

REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (25): Right of Way Acquisition (42)

NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): IX- (14)(23) — NUMBER: 9282 (7)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate Substitution (General Fund)

NAME OF URBAN AREA (17)(31): Portland

COUNTY NAME: Washington (1)

ROUTE NO.: I-5 — FEDERAL-AID: 9282 (32) — STATE: Co. Rd. (36)(37) — U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (34)(38)	TOTAL ESTIMATED COST (39)(46)	FEDERAL FUNDS 85% (47)(76)	STATE FUNDS 9%	OTHER FUNDS 6%
1	(1)(5)	(10)	41	42	43 PE 44	53	"S.W. 89th Ave. - I-5 Freeway (Tualatin) Section."	1.0	235,000	199,750	21,150	14,100 (Co.
1					ROW							
1					CONST (CODE)							
							PROJECT TOTALS	1.0	235,000	199,750	21,150	14,100 (Co.

CARD 1 — CODE 1 — PREPARED BY: CL

PROGRAM APPROVAL DATES: 10-4-79

REMARKS (110)(123)(124)(133): Additional Data see I
Project No. M-9282(2)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

4-18-80

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., S.W. Nyberg Road	ADT	12,500	---	--	10	Oregon	41	823	80112

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
cquisition								IX-	9282	(3)		

Interstate Substitution (General Fund)
Portland

COUNTY NAME: Washington — CODE: 067

ROUTE NO.: II — FEDERAL-AID: 9282 — STATE: Co. Rd. — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS 6%	CHARACTER OF PROPOSED WORK (Full description)
OW		"S.W. 89th Ave. - I-5 Freeway (Tualatin) Section."	1.0	235,000	199,750	21,150	14,100 (Co.)	
ONST (ODE)								
	CL	PROJECT TOTALS	1.0	235,000	199,750	21,150	14,100 (Co.)	

ROVAL DATES: 10-4-79

REMARKS: Additional Data see Item No. 80112, Project No. M-9282(2).

-Over-

USCOMM DUSCOMM-DC 48905-P67

S.W. 89th Ave. - I-t Freeway (Tualatin) Section
Project No. IX-9282(3)

Project Data: Work under this project consists of right of way acquisition of all phases for the future construction on revised alignment to provide for 4-12 foot travel lanes with 18-foot median and left turn lanes, 8-foot bikeway on the right & 6-foot sidewalk on the left.

FHPM 7-7-2 Requirements: Final Environmental Impact Statement approved by FHWA on October 22, 1979.

FHPM 7-7-5 Requirements:

a. Public Hearings --- Held on April 23, 1979
b. Location/Design --- Approved by FHWA November 26, 1979

Note: 1) This project is in Congressional District No. 1
2) Included in MSD FY '80 TIP Item No. 302, Page 167.
3) No relocation assistance involved

9375

April 14, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

SW 89th Ave.-Pacific Hwy. (Tualatin) Section
Myberg Road (FAU 9282)

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG: jv

.9375

cc Max Kluz
Jim McLean
Don Long

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

March 11, 1980

MA PDM PDE TSE SPC
ODOT - METRO

MAR 13 1980

AMS PPS PPC FILE T/A

Mr. Larry Rice
Department of Public Works
150 N. First Street
Hillsboro, Oregon 97123

Rick Gustafson, Executive Officer

MSD Council

Mike Burton, Presiding Officer District 12
Donna Stuhr, Deputy Presiding Officer District 1
Charles Williamson District 2
Craig Berkman District 3
Corky Kirkpatrick District 4
Jack Deines District 5
Jane Rhodes District 6
Betty Schedeen District 7
Caroline Miller District 8
Cindy Banzer District 9
Gene Peterson District 10
Marge Kafoury District 11

Dear Larry:

I am writing to advise you that your request to transfer $302,456 from your Tualatin Valley Highway - 185th Project to the S.W. Nyberg Road Project is being administratively handled by Metro. Based on recent communication from your staff, I now understand that the original objectives of the Tualatin Valley Highway - 185th Project remain unchanged and can be met with the remaining funds. I have also received assurances from the City of Tualatin that Tualatin will meet its local share obligations on Nyberg Road.

With this in mind, I see no useful purpose in forwarding the adjustment request to the Metro Council and I have taken action accordingly.

Thank you for your cooperation in this matter.

Sincerely,

Rick Gustafson
Executive Officer

RG:BP:pj

cc: Ted Spence
Wink Brooks
Mike Borreson

TECHNICAL SERVICES UNIT

APR 1 1980

3-28-80
FOR CONSTRUCTION 89TH - I-5
NO STATE MATCH (MT. HOOD)

cc: Gary Zehner

9375

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

RECEIVED
TECHNICAL SERVICES
In Reply Refer to File No.
MAR 11 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

March 10, 1980

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Archeological Reconnaissance Survey
SW 89th-I-5 (Tualatin)

Dear Mr. Green:

The attached letter from the State Historic Preservation Office (SHPO) dated January 8, 1979, was received on the subject project but was inadvertently omitted from the FEIS. Since approval of the FEIS has been obtained and we have received the Department of Interior's letter of December 5, 1979, challenging our reasons for not conducting an archeological survey, I am providing additional information for your use.

It is unfortunate that the SHPO letter was omitted since it states that an archeological survey "may be required" depending upon the final design of the project. Further discussions with the SHPO still indicate that there is a good chance that no survey will be required because the selected alternative is located on ground that has been previously disturbed and filled by private interests prior to the highway project. The reason for not conducting a survey at this time is to insure that some elements of the project during final design do not encroach into previously undisturbed property, in which case an archeological survey would be conducted. That decision will be made soon and concurrence of the SHPO will be obtained.

If a survey is conducted, and if cultural resources are discovered, then project design changes, archeological salvage or a combination of both will be employed. The mitigation package, if a discovered site were found to be significant, would be fully coordinated as required by Section 4(f) of the Department of Transportation Act and Section 106 of the Historic Preservation Act.

Please let me know if you need any additional information.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

Form 734-3122

GAP:ct

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: January 8, 1979

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 ODOT Building
Salem, OR 97310

Re: SW 89th-I5 Project
Washington County
Tualatin

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer
Historic Preservation Office

EL:ko

P.S. Depending upon the final design adopted for the project, an archeological survey may be required to fully carry out responsibilities under Section 106 of the National Historic Preservation Act of 1966, as is pointed out in the cultural resource survey report.

9375

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1980

IN REPLY REFER TO FILE NO.:

INT 9

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

The Honorable Roy Rogers
Mayor, City of Tualatin
City Hall
Tualatin, Oregon 97062

Dear Mayor Rogers:

Your letter of January 28 regarding the S.W. 89th Avenue-I-5 Freeway Project expressed considerable concern over apparent delays with a request that additional personnel be assigned to monitor projects at our Salem office.

I have had an extensive review made of the problems which you identified with respect to the progress of your project. This review indicates that no delay occurred because of lack of Federal Highway Administration approval for additional preliminary engineering funds. Your consultant continued to develop the project Environmental Impact Statement which had to be completed and approved before right-of-way acquisition could be started.

At any given time we have several hundred projects in development stage throughout the state. It is not practical to assign a tracking person to each one. We do have, in the Local Government Unit of Project Management, one person (Gary Zehner) who has the responsibility for monitoring the progress of all projects in urban areas. That position complements the position in our Metro office in making certain that projects not only are processed as rapidly as possible but that all eligible and available funding is also provided. I encourage you to continue to work through our Metro Branch. This will assure you the closest contact with people intimately familiar with your problems. In addition, my Salem staff stands ready not only to assist the Metro office but your office as well, whenever that is needed.

Your early approval of the right-of-way and construction agreement, which was revised at your request, will help us to expedite the

acquistion of right-of-way. As soon as we can complete this acquisition (an estimated 10 months), we will schedule this important project for construction - hopefully, for Spring 1981.

I appreciate and agree with the importance of the project. It has taken considerable time. Please be assured that my staff will continue to take every opportunity to expedite your project to ultimate contract.

Sincerely,

F. B. Klaboe
Director

cc: Governor Victor Atiyeh
Senator Mike Ragsdale
Representative Norm Smith
Rick Gustafson, Executive Officer, MSD
C. William Ockert, Transportation Director, MSD
Corky Kirkpatrick, MSD Counselor
Miller Duris, Chairman, Washington County Board of Commissioners
Mike Borreson, Washington County, Department of Public Works
Larry Rice, Washington County, Department of Public Works

bc: H. S. Coulter
R. N. Bothman
D. H. Moehring

DES:fc LWR:jh jv

2-26 cy

Sandee Bothman -
I feel strongly that your people feel
Mayor Rogers some of the criticism that
he in turn directed at us. I don't
believe its in our collective interest
to "go that route". What say?
Fran

CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-8881

RECEIVED
DOT DIRECTOR
JAN 30 '80
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

January 28, 1980

Mr. Fred B. Klaboe, Director
Oregon Department of Transportation
135 Transportation Building
Salem, OR 97310

S.W. 89th AVENUE/PACIFIC HIGHWAY PROJECT/
TUALATIN-SHERWOOD BYPASS

We have just been informed by Mr. Ron Kleinschmidt of your Metro Highway Division Office that the subject project has again suffered another delay in its progress towards construction. It is our understanding that this delay occured because the Salem Office of the Federal Highway Administration (FHWA) had not approved a request for additional preliminary engineering funds that had been requested during January of 1979. Because of this delay, the City must now wait an additional 4 months to receive the maps and right-of-way descriptions necessary to begin right-of-way acquisition for this project. As this project has already had several delays in the past, the City of Tualatin is becoming extremely frustrated over the management and handling of this specific project. The City of Tualatin has waited over 15 years to see this project come to fruition. In the last two years, the completion of this project has become critical in terms of our community's future growth and in terms of public safety. We are now experiencing in excess of 20,000 cars per day on S.W. Nyberg Street, a two-lane roadway. Severe peak-hour congestion now occurs on S.W. Nyberg Street, S.W. Boones Ferry Road and on S.W. Tualatin-Sherwood Road at an unguarded railroad grade crossing planned to be replaced and made safer by this project. Additionally, traffic has begun to back onto the travel lanes of the Interstate 5 Freeway at the southbound offramp of the Nyberg Street Interchange.

The City of Tualatin, for the last year and a half, has had the local share of the necessary construction and right-of-way acquisition money in an account with its Urban Renewal Agency. Since we have commenced in earnest on this project, we have seen the amount of local share required by our relatively small community increase substantially over our originally-budgeted amount. This has caused us to begin considering the cut-back of local projects. We feel that additional delays by the State Highway Division are costing not only the taxpayers of Tualatin substantial sums of money, but are also affecting all of those of us who pay Federal taxes and will contribute to the financing of this project.

1-30
ck
RECEIVED
STATE HWY ENGR
JAN 30 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File
XX

With respect to project management, we request you review the current administrative practice in your Salem Office of not having any one person responsible for a specific project while it is being processed. ODOT's Metro Office has a system whereby one individual on the staff has responsibility for managing a

specific project. It would help us if your division would consider appointing a project manager for ours and the projects of other local jurisdictions. This would give local jurisdictions like ourselves, specific contact with your division, thus allowing us to monitor directly the progress of projects that are being processed.

You must understand that this project is Washington County's number one priority road project. For the reasons stated above, we can no longer tolerate further delays towards right-of-way acquisition or construction on this project. We formally request, on behalf of the Tualatin City Council, that you place this project at the top of your priority list and proceed immediately to prepare the necessary right-of-way maps and descriptions and acquire the necessary Federal approvals that are necessary to begin the project. We would be very glad to meet with you to discuss our problems at your earliest possible convenience.

Sincerely,

Roy R. Rogers
Mayor

RRR/ma

CC: Governor Victor Atiyeh
State Representative Norm Smith
Rick Gustafson, Executive Officer, MSD
Miller Duris, Chairman, Washington County Board of Commissioners
Mr. H. S. Coulter, State Highway Engineer
Mr. C. William Ockert, Transportation Director, MSD
Mr. R. N. Bothman, Administrator, ODOT Metro Division
Mike Borreson, Washington County, Department of Public Works
State Senator Mike Ragsdale
Larry Rice, Washington County, Department of Public Works
Corky Kirkpatrick, MSD Counselor

9375 1-29-80

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9282(2)

STATE PROJECT NO.: See below

FROM: G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: 80112

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR

Info	Invest	R/D	D/R	Surv	Act	File

2-5

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-29-80	FAU 9282	County Road

GENERAL LOCATION:

~~Program Change~~ S. W. 89th Avenue - I-5 Freeway (Tualatin) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-14-70, I approve the revised Preliminary Engineering costs to a TEC of $201,400 with Federal participation limited to $172,785.

(Increase TEC $102,400 - Federal funds $87,855.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-29-80	D. K. Swan	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-465

9375 1-2-80 L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAIX PROJECTS					
S.W. 89th Avenue - I-5 Freeway, S.W. Nyberg Road, FAU 9202 Tualatin	$1,365,000	$1,160,250	$122,850	$81,900	12-26-79
Sunset Highway - Walker Road, N.W. 185th Avenue, FAU 9043 Washington County	1,500,000	1,275,000	135,000	90,000	12-26-79

January 2, 1980

H. S. Coulter
State Highway Engineer

1981 SW 89th Ave.-Pac. Hwy. 9375
(Tualatin) Sec., SW Nyberg Rd. (Gr.,
pav., sign., sig., & landsc.) #2

The Oregon Department of Transportation

731-0274

1981 SW 89th Ave.-Pac. Hwy.
(Tualatin) Sec., SW Nyberg Rd.
pav., sign., sig., & landsc.)

ORIGINAL RECORDS

DO NOT REMOVE

FROM TRANSPORTATION BUILDING

The Oregon Department of Transportation

731-0274 (2-89)

CyA	6705	8-18-78	
	7195	5-23-80;	3-31-81 6-17-90
	7506	8-28-81;	9-10-81
RR	1075	12-18-81	
	1076	6-18-81	

9375

234-1959

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES
DEPT.

238-8354
TELEPHONE

TO: FRANK TERPIN
Location Engineer

DATE: December 6, 1979

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: SW 89th Ave. - Pacific Hwy. (I-5)
Nyberg Road
Washington County
Prefix 234-1959

Enclosed for your approval Authority for Survey No. 3 for subject project. Reasons for the cost increases are as follows:

REQUEST NO. 2

Function 901 - The urban renewal advisory committee had already studied the alternatives and selected the most feasible alternative, based on this selection, the original authority for survey was established. However, a previously studied alternative was brought back, requiring extensive additional surveying and design work.

Function 904 - 86 percent of this overrun request was caused by ODOT doing the Environmental Study. The original urban system's agreement with Tualatin required the City to do this work. Tualatin did not have the qualified personnel, and ODOT did not have the time. Therefore, a consultant was hired at additional expense.

Function 911 - Traffic data requirements for the air and noise studies was more extensive than anticipated in the original survey authorization.

REQUEST NO. 3

Function 901 - Additional survey and design work was required after comments from the public hearing, and complications from the City's changing of the Martinazzi connection.

Function 902 - Numerous citizen and city meetings were required, and not anticipated in the previous estimates.

Function 905 - Salem updated estimate to do final design.

Function 911 - Additional traffic data was required in response to comments from DEQ, concerning future development and traffic connections at Martinazzi.

Function 915 - Gene Hickman, Utility Auditor, has been charging to this function.

Function 921 - Salem updated estimate.

Function 923 - Salem estimate of January 1979 insufficient

Function 980 - Original estimate of first authorization was insufficient, as amount of involvement required to advertise, public involvement, hearing study reports and coordination time was not accurately predicted.

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. _____

AUTHORITY FOR SURVEY

Section S.W. 89th Avenue-Pacific Hwy. (I-5)

Highway Nyberg Road

County Washington

Date December 6, 1979

Authorization No. 3

Survey Prefix 234-1959 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly end of the survey is located at the intersection of Southwest 89th Avenue and Sherwood Road. The easterly end of the survey is located at the existing structure over I-5 at Nuberg Road Interchange. The overall length of the survey is 1.0 miles

Proposed: Realign Neberg Road, provide 4 lanes with left-turn lanes; access to be controlled

Purpose of Survey: Perform field survey; prepare plans, specificiations and estimates.

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	$ 50,000
Citizen Participation	(902)	6,000
City of County	(903)	
Consultant	(904)	70,000
Final Design	(905)	10,000
Bridge Design	(906)	0
Preliminary Design	(907)	600
R/W Description	(909)	2,000
Soils & Geology	(910)	2,300
Traffic	(911)	14,700
Landscape	(912)	3,000
Liaison R/W	(913)	900
Utility	(914)	1,000
Photogrammetry	(916)	100
Location Studies	(918)	1,800
Engr. Graphics	(919)	0
Office Engineer	(920)	200
Specifications	(921)	1,500
Environmental	(923)	22,300
Project Management	(915)	600
Foundation Exploration	(926)	-
Seminars	(950)	450
Hearings	(980)	4,600
Equal Opportunity	(985)	
Advisory Committees	(986)	150
Personal Leave	(960)	
Admin. Services	(922)	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$192,400
Previous authorization	154,900
Additional authorization requested	37,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval

CURT DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

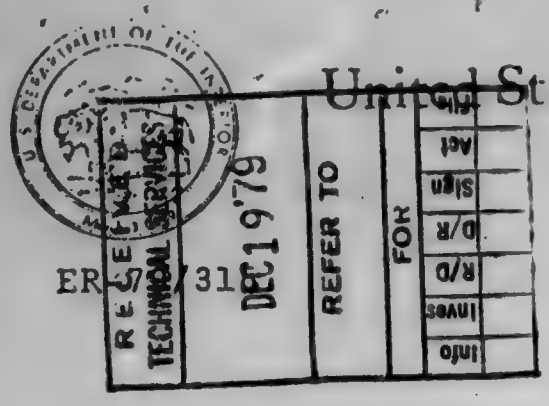
Rec'd 12-10-79

SP*23604-734

9375

L.

FHwA, Dist. Admr., Salem



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

Copies: Bellman
Hunter

ER 7/31

DEC 5 1979

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

Mr. Karl S. Bowers
Federal Highway Administrator
Federal Highway Administration
Washington, D.C. 20590

Dear Mr. Bowers:

We have reviewed the final environmental statement (FES) for Nyberg Road and Bypass Alternatives, City of Tualatin, Washington County, Oregon (FHWA-OR-EIS-79-02-F). We now find that the Federal Highway Administration and the Oregon Department of Transportation have provided an inadequate response to the Department's comments of May 14, 1979, on the draft environmental statement.

In that letter, we recommended that an archeological reconnaissance survey should be conducted in consultation with the Oregon State Historic Preservation Officer (SHPO) prior to selection of an alternative in order to ensure adequate cultural resource input to the decision-making process, as well as compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act.

The FES responds to our recommendation by providing four reasons for not conducting a survey before an alignment alternative has been selected (pages 65-66), and no correspondence from the SHPO is included. We will address each reason separately.

1. The FES states that background research indicates the possible presence of a site that encompasses all alignments; hence, there is little reason to conduct a survey since all alternatives would involve the same site. If this is true, the FHWA and Oregon DOT could be adversely impacting a major significant archeological site. In any case, administrative prudence dictates resolution of this uncertainty as early as possible before making decisions that could lead to future project delays and increased costs, to say nothing of the possible destruction of important cultural resources.

2. The FES states that a survey is unnecessary because properties with National Register potential are unlikely to be found by the salvage of underground archeological sites. The presumption, that salvage, rather than avoidance, is the proper course to follow, if a significant site is discovered is unwarranted. In addition, the statement is simply untrue. The testing of subsurface archeological sites has often been the basis for both determinations of eligibility and nomination to the National Register in other States and cases. If such is not the case in Oregon, we suggest that FHWA and the Oregon DOT may need to reexamine their procedures in dealing with cultural resources.

3. The FES states that a survey cannot be justified at this stage because the project may undergo major changes, or may even be eliminated. Using this reasoning, one could not justify any planning study or the issuance of a NEPA statement, which we find confusing and contrary by law and regulations. Cultural resource, including archeological, surveys are one of the necessary inputs to the decision-making process, along with traffic, engineering, and other environmental surveys and studies. To postpone all archeological field investigation in an area which the FES acknowledges has the potential for the discovery of archeological sites fails to comply with the National Historic Preservation Act, as implemented in E.O. 11593, the letter and intent of Council on Environmental Quality (CEQ) regulations and DOT policy. In our view postponing necessary identification surveys until an alignment is secured is also contrary to Section 4(f) of the DOT Act, since there will be no opportunity to determine whether there is a feasible and prudent alternative to the use of any significant archeological site that exists in the area.

4. The FES states that a survey is not possible because of staffing and funding problems, and that "except for the rare above-ground archeological features, changing an alignment is less practical than proceeding with the original project after salvaging materials and information." Funding and manpower for environmental assessment work should be part of applicable project costs, and we understand that such is authorized by the FHWA. The view that it is more practical to salvage an archeological site than to change a selected alignment demonstrates a misunderstanding of both archeological values and applicable environmental and historic preservation laws, Executive Orders, and regulations. Such a misunderstanding could lead to irretrievable losses of important cultural resources.

Our primary interest in this project is to ensure the protection of significant cultural resources, should any be present in the project vicinity. Since the presence, or absence, of such resources is presently uncertain, we again recommend that, at a minimum, an archeological reconnaissance survey be undertaken of the project area before project approval is given. This should be done after consultation with the SHPO in accord with 36 CFR 800.4(a). Should significant cultural resources be discovered in the area which would be impacted by the project, a reevaluation of alternatives to avoid use of such resources should occur under the requirements of Section 4(f), and further processing undertaken pursuant to DOT Order 5610.1C, Attachment 2, Items 4 and 5.

Thank you for your early attention to this matter. We would be pleased to learn of the action you take on our recommendation and the views expressed herein.

Sincerely,

James H. Rathlesberger
Special Assistant to
Assistant SECRETARY

cc: Advisory Council on
Historic Preservation

9375

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: FHWA Review and Approval of Final Environmental Impact Statements

Date: November 27, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD-OR/090.15

To: Mr. H. S. Coulter, State Highway Engineer

Copy ENV 2)

Mr. Hunter's October 17, 1979, letter asked for our review of the time required to review and approve FEIS's within FHWA.

Although we have not retraced each of the projects listed in the letter, overall we cannot identify serious avoidable delay in FHWA's actions. In our office we continue to assign priority to our own review and forwarding documents for review in other offices. There is continual contact and coordination between our office and our Regional Office concerning individual environmental documents. We have discussed your specific concerns with our Regional Office. On a project by project basis they did agree to prioritize their own reviews in accordance with our understanding of your priorities where several EIS's are being processed at one time as in July of 1979.

Many documents are routine and are approved in a short period of time. There are some proposals, however, which take a substantive legal analysis.

As you are aware, one of the critical issues is the involvement with a public park under Section 4(f) which usually extends the review time for final EIS's. Many discussions have been held on reducing the time required in the 4(f) review process. Continued careful attention to the coordinating process seems the best course at present.

I am broadly circulating Mr. Hunter's October 17 letter and this response within FHWA to reinforce our commitments to advance environmental documents as rapidly as possible within the constraints of our resources and responsibilities.

for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc:
OSHD (E S Hunter)

October 17, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97310

Dear Mr. Green:

A matter has come to my attention that I believe needs your immediate action.

As a result of critical scheduling, staffing and use of consultants, several projects throughout the state and particularly in the Portland area are in the final environmental statement approval stages. You will recall our meeting of several months ago where it was agreed that the Environmental Section would furnish a list of final negative declarations and EIS's and approximate dates of arrival at your office for approvals. Such a list was prepared and sent to you, Messrs. Cusack, Valach, and Riedl.

To date, we have been experiencing poor response from FHWA on approval of environmental documents. The following projects have not been approved:

Project	Date Submitted
29th Ave.-Alder St. (Eugene) (30th-Hilyard-Amazon Project) Lane County (Final)	7-27-79
SW 89th Ave.-Interstate 5 Nyberg Road Washington County (Final)	7-31-79
Scappoose Section Lower Columbia River Highway U.S. 30 Columbia County (Final)	9-4-79

Project	Date Submitted
Foothill Blvd.-Rogue River and Redwood Highways (3rd Bridge, Grants Pass) Josephine County (Final)	8-29-79

Also, the following projects have been approved, but I am submitting the dates of submittal and dates of your approval to illustrate the time frames we are concerned about.

Project	Date Submitted	Date Approved	Months
Clackamas Hwy. Improvement Project E. Portland Freeway-Boring Rd. Clackamas County (Final)	7-27-79	9-18-79	1.75
Powell Blvd. Phase II SE 50th Ave. to I-205 Mt. Hood Highway No. 26 Multnomah County	7-25-79	9-12-79	1.6
N. Oswego Ave.-West City Limits Columbia Blvd. City of Portland Multnomah County	7-11-79	9-14-79	2.0
Powers Highway, No. 242 State Secondary Hwy. 242 Coos County	4-23-79	8-2-79	3.2

I would appreciate your review of this situation and any remedial action that you could take to reduce the time for review and approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

GAP?1b/ESH:ab
bc: H. S. Coulter
D. H. Moehring
G. A. Potter
R. N. Bothman

9375

9282

234-1959
334-1967

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services (DEPT.) 238-8231 (TELEPHONE)

TO: D. H. MOEHRING
Ass't. State Highway Engineer

DATE: November 20, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: 89th/I-5 Section
Nyberg Road - 234-1959
Sunset Hwy.-Walker Road
Section, 185th Avenue
Washington County - 334-1967

Attached is a letter from Washington County Director of Public Works John Crockett in which he requests we continue with the engineering on the two subject projects despite the fact that the field construction estimate is over the MSD approved amount.

The 185th Avenue project was transmitted to Location some time back but has not advanced to Final Design because of the overrun. We believe the county will be able to obtain the additional funds needed and ask that the project be allowed to advance.

The Nyberg Road survey will be transmitted to the Location Office within the next day or so. We also ask that it be allowed to advance as far as possible at this time.

pq

Attachment

cc Ron Kleinschmit

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

November 9, 1979

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

Max Klotz
Technical Services Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Max:

As the financial situation of most of the federal aid projects in the region seem bleak at this time, I want to assure you that federal funding will be made available to fund both the Nyberg Road project, 89th to I-5 and the 185th project from Sunset Highway to Walker Road. The 185th project is in final design and projected to go to construction this coming spring. The Nyberg Road project was listed as the number one county priority project in the Traffic Safety and Roadway Management Plan put out by Leonard Schoolcraft.

The new process that will be adopted by the Metro Council this month will allow the counties to shift fundings between the various projects. We anticipate by downscoping one or two projects and shifting funds by delaying other projects that there will be more than sufficient funds to keep both the Nyberg Road project and the 185th project moving. If the I-505 transfer has not been approved by the end of December, we will then need to shift E-4 funds in order to assure the next phase for construction or right-of-way on these two projects. Please let me know if there are any problems in keeping these projects moving.

Very truly yours,

John F. Crockett
Director of Public Works

JFC:MB:ja
cc: Yvonne Addington,
City of Tualatin

TECHNICAL
SERVICES UNIT
1 1979

9375

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-20-79

FEDERAL AID PROJECT NO.: M-9282(2)

STATE PROJECT NO.: See below

FROM: Mr. G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 80112

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO:
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-26-79	FAU 9282	County Road

GENERAL LOCATION:

SW 89th Avenue - I-5 Freeway (Tualatin) Section

GENERAL DESCRIPTION OF WORK:

PS&E preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-13-79 you are now authorized to proceed with PS&E preparation for the subject project at a TEC of $9,000 with Federal participation limited to $7,700.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-20-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

935

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 7910 4 590 Return Date: Nov 16 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

(X) No comment.

Remarks

No public parks are involved.

Agency [illegible] By C.H. Baker

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 23, 1979

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for S.W. 89th Ave.-Interstate 5 in Washington County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Environmental Protection Agency, Division of Federal Activities, Room 537 West Tower, Waterside Mall SW, Washington, D.C. 20460 no later than November 26. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

GAP:lb

Enclosure

Form 734-3122

CON 21-8
Wash.
Wp.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FHWA-OR-EIS-79-02-F

S.W. 89th AVENUE-INTERSTATE 5
NYBERG ROAD
WASHINGTON COUNTY, OREGON

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Department of Transportation

Submitted pursuant to 42 U.S.C. 4332(2)(c),
and U.S.C. 128(a)

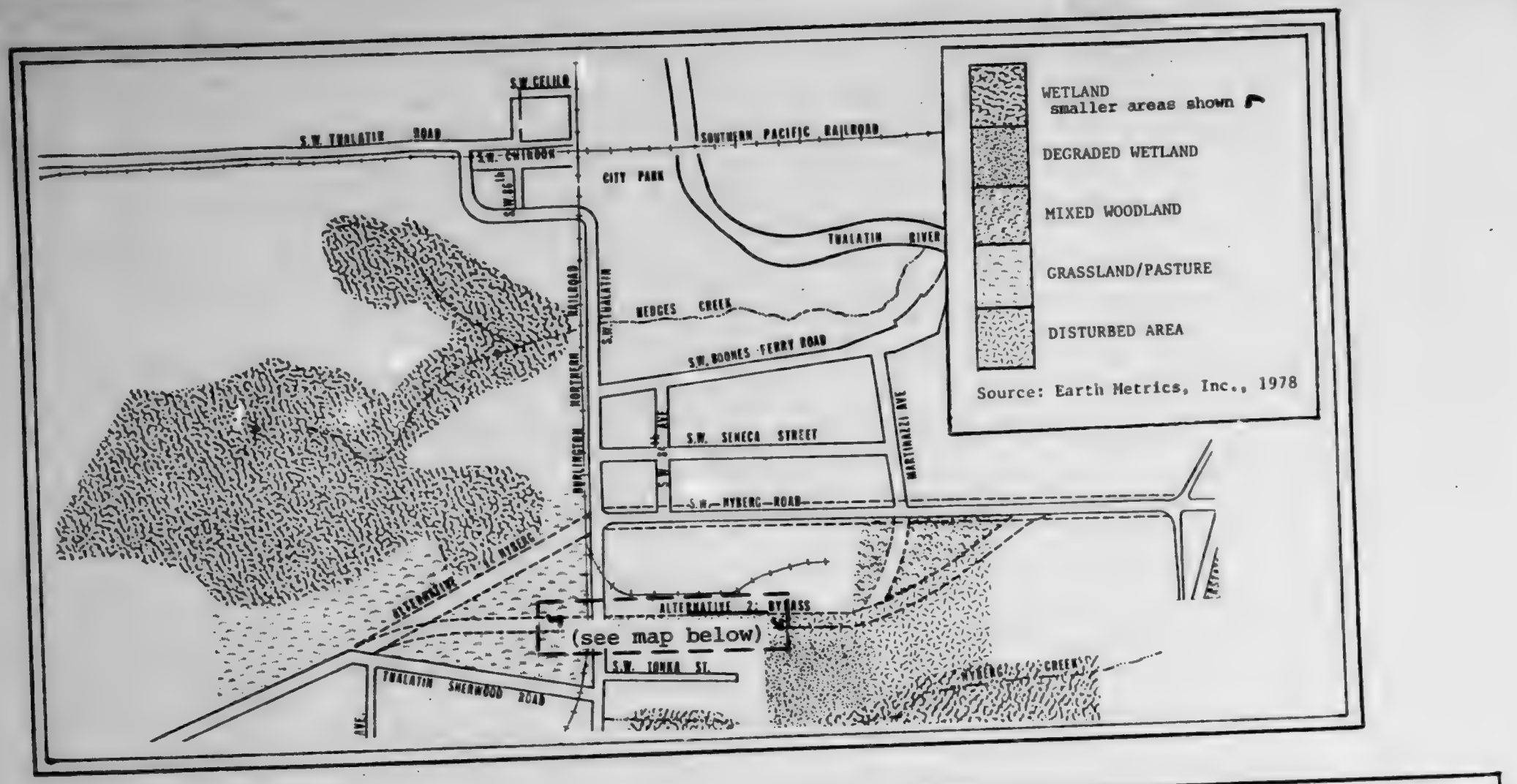
E A Hunter
Asst. State Highway Engineer

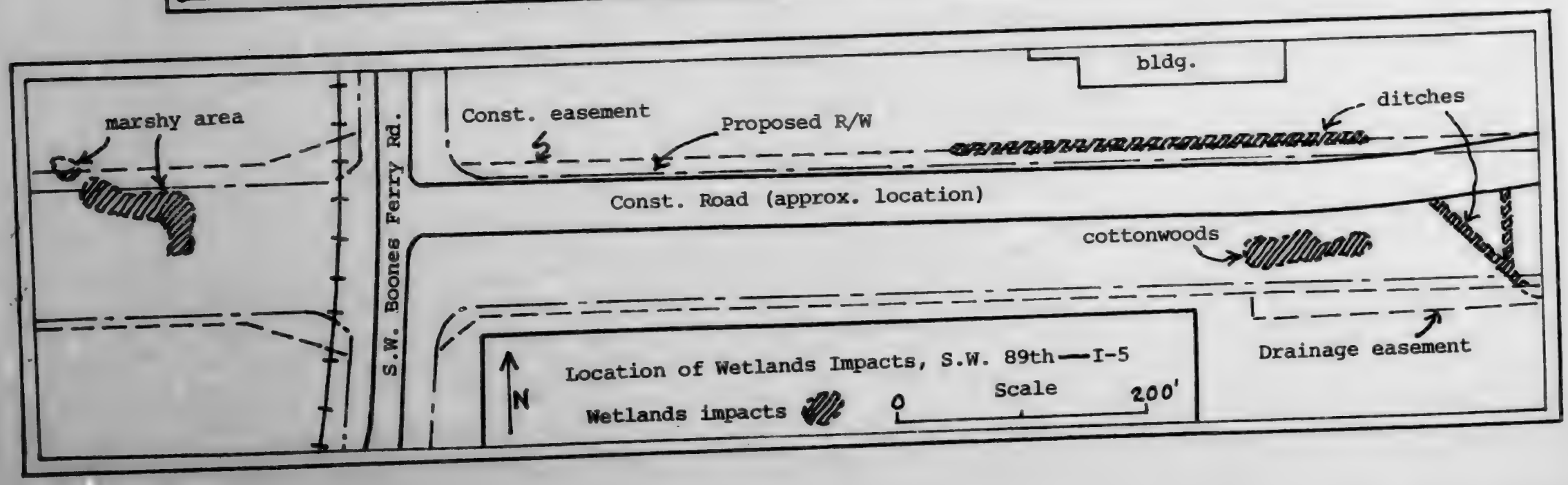
7-27-79
Date

This action complies with Executive Order 11990, Protection of Wetlands.

Roger K. Scott
Federal Highway Administration Official

10-22-79
Date


S.W. TUALATIN ROAD
S.W. CIPOLOA
S.W. 85th
SOUTHERN PACIFIC RAILROAD
CITY PARK
TUALATIN RIVER
HEDGES CREEK
S.W. TUALATIN
BURLINGTON NORTHERN RAILROAD
S.W. BOONES FERRY ROAD
S.W. SENECA STREET
S.W. 89th AVE
MARTINAZZI AVE
S.W. HYBERG ROAD
HYBERG
ALTERNATIVE 2: BYPASS
(see map below)
S.W. IOWA ST.
TUALATIN SHERWOOD ROAD
HYBERG CREEK
WETLAND
smaller areas shown
DEGRADED WETLAND
MIXED WOODLAND
GRASSLAND/PASTURE
DISTURBED AREA
Source: Earth Metrics, Inc., 1978


bldg.
marshy area
S.W. Boones Ferry Rd.
Const. easement
Proposed R/W
ditches
Const. Road (approx. location)
cottonwoods
Drainage easement
N
Location of Wetlands Impacts, S.W. 89th—I-5
Wetlands impacts
Scale
0
200'

Final Environmental Impact Statement

S.W. 89th AVENUE - INTERSTATE 5
Nyberg Road and Bypass Alternatives

City of Tualatin, Washington County, Oregon

RECEIVED
TECHNICAL SERVICES
OCT 23 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUMMARY
FINAL ENVIRONMENTAL IMPACT STATEMENT
SW Nyberg Road and Bypass Alternatives
City of Tualatin
Washington County, Oregon

1. Federal Highway Administration
Administrative Action Environmental Statement
( ) Draft (X) Final

2. The following individuals may be contacted for further information concerning the proposed project and the contents of this Environmental Impact Statement:

Mr. Glen Green
Division Administrator
Federal Highway Administration
390 High Street
Salem, Oregon 97301
Phone: (503) 378-3835

Mr. Robert Bothman
Metropolitan Administrator
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213
Phone: (503) 238-8226

Mr. Gary Potter
Manager
Environmental Section
Oregon Dept. of Transportation
Salem, Oregon 97310
Phone: (503) 378-8486

Mr. D. H. Moehring
Program Management Engineer
Oregon Department of Transportation
Salem, Oregon 97310
Phone: (503) 378-6563

3. The purpose of the proposed project is to increase the capacity and safety of the local street connection to Interstate 5 in the City of Tualatin and to improve the traffic circulation patterns in downtown Tualatin. It is proposed to obtain this objective by separating local and through traffic by the provision of a bypass (south of SW Nyberg Road) and incorporating design features to control traffic access and movement.

4. Alternatives Considered:

Three alternatives were considered for this project including a No-Build Alternative and two Build Alternatives. The two Build Alternatives provide four 12-foot travel lanes, two in each direction, paved shoulder, sidewalks, bicycle paths, a median, and a coordinated signal system. The alternatives differ in location, type of median, extent of landscaping, and effect on local traffic patterns.

Alternate 2, the Tualatin-Sherwood Bypass was selected for advancement.

Selected Alternative (Alternative 2): SW Tualatin Sherwood Bypass

This alternative will widen SW Nyberg Road to six lanes with left turn median just west of Interstate 5, then bypass Nyberg Road at Martinazzi Avenue, providing four travel lanes approximately 500 feet south of SW Nyberg Road, and extend across SW Boones Ferry Road to SW 89th Avenue. Alternative 2 will provide a raised planted median and additional landscaping on the corridor edge.

Alternative 2 was selected because it was the most consistant with the established Urban Renewal Plan and the Tualatin Comprehensive Plan. It is also the alternative which best meets the project goals of improving circulation and reducing congestion on Nyberg Road in Tualatin.

No-Build Alternative

The No-Build Alternative would involve no action at this time.

Alternative I: SW Nyberg Road Extension and Realignment

This alternative would widen the existing SW Nyberg Road to the south, providing four travel lanes instead of two and extend SW Nyberg Road across SW Boones Ferry Road to SW 89th Avenue. Alternative I would provide a painted 14-foot median and no more additional landscaping than presently exists on Nyberg Road.

5. Environmental Impacts

The impacts of the alternatives are summarized in detail and compared in Table I of Section 2. Briefly the impacts are summarized below.

Selected Alternative (Alternative 2) SW Tualatin Sherwood Bypass

Alternative 2 will be consistent with the City of Tualatin local planning goals and will implement the recommendation in the City's Urban Renewal Plan for a bypass south of SW Nyberg Road. Alternative 2 will provide a new road which will direct east/west through traffic from downtown Tualatin. The roadway capacity will be the same as Alternative I; however, overall traffic flow and speeds between intersections will be improved. Alternative 2 will provide adequately for safety on SW Nyberg Road.

Alternative 2 will involve more property acquisition and greater construction costs, with the total costs of approximately $1,400,000. As this Alternative is proposed, it includes the dedication of substantial portions of the right of way, which make the costs of Alternative 2 similiar to Alternative I. If right of way is not dedicated and must be acquired, costs for Alternative 2 will be approximately $2,300,000. Alternative 2 will involve relocation of one commercial business and no

residences. The community perceives that Alternative 2 would have a beneficial social impact and promote the goals for a village atmosphere in downtown Tualatin.

The Department of Environmental Quality has determined that this project will be consistent with the State Implementation Plan. Structures, primarily commercial uses and in addition several local residences will be impacted by noise levels above the Federal Highway Administration design noise levels.

Alternative 2 will involve no major adverse impacts on local geologic or hydrologic conditions and local flooding conditions will not be affected by the project. The bypass will extend through some agricultural land which is zoned for industrial use. The bypass will result in habitat disruption, to a lesser extend than Alternative I adjacent to the Hedges Creek wetland area, and the roadway will only affect a small insufficient (0.15 acres) section of the wetland areas. Alternative 2 will disrupt a locally significant grove of trees on SW Nyberg Road, but no rare or endangered plant or animal species will be affected. The visual characteristics of SW Nyberg Road will not be greatly altered. Energy consumption will increase because of continued traffic growth as well as construction. Alternative 2 will not require acquisition of, or affect Section 4(f) lands or properties listed in, nominated for, or eligible for the National Register of Historic Places.

No-Build Alternative

The No-Build Alternative would not be consistent with the City of Tualatin's local planning goals or the City's Urban Renewal Plan. The No-Build alternative would substantially increase traffic congestion and reduce mobility in downtown Tualatin to the point that local convenience and village atmosphere of land uses on SW Nyberg Road would be adversely impacted. Projected growth and traffic in the community would result in forced flow traffic conditions on SW Nyberg Road during peak hours, and reduced ability to make turning movements on SW Nyberg Road. Safety of the road would decrease because of high traffic volumes.

The No-Build Alternative would involve no acquisition or construction costs. Improved signalization on SW Nyberg Road is already proposed independently of this project. Community residents perceive indirect adverse social impacts associated with increased traffic congestion in the community.

Air quality conditions under the No-Build Alternative would not be improved. Structures which presently are impacted by noise levels above the Federal Highway Administration design standard would reduce additional noise. The No-Build Alternative would involve no adverse impacts on local geology, hydrology, or biology. The visual characteristics along SW Nyberg Road would not be altered except for increased traffic congestion on the corridor. Of the three alternatives, the No-Build

Alternative will involve the greatest long-term energy consumption. Historical resources would not be adversely impacted by the No-Build Alternative.

Alternative 1: SW Nyberg Road Extension and Realignment

Alternative 1 would not be consistent with the City of Tualatin local planning goals or the City's Urban Renewal Plan which recommends roadway improvements which would divert through traffic off SW Nyberg Road. The Technical Advisory Committee, however, still considered Alternative 1 a feasible alternative to be evaluated because the alternative would improve conditions over the No-Build Alternative, would be less expensive than Alternative 2, would maximize utilization of the existing road with less new construction than Alternative 2, and would provide a feasible alternative for evaluation pursuant to the National Environmental Policy Act of 1969. Alternative 1 would increase the capacity of SW Nyberg Road and would improve traffic flow characteristics over the No-Build Alternative. These improvements would have a corresponding improvement for pedestrian and vehicle safety. Because of the increase in traffic volumes, overall level of service would not improve beyond existing conditions.

Alternative 1 would involve right of way and construction costs, totaling approximately $1,200,000. No residences or commercial business would require relocation. The community residents perceive indirect adverse social impacts associated with continued high traffic volumes on SW Nyberg Road.

The project would require an Indirect Source Permit Application approved by the Oregon Department of Environmental Quality. Structures, primarily commercial uses, which presently are impacted by noise levels above the Federal Highway Administration design standard would continue to experience noise levels above the standard, similar to the No-Build Alternative.

Alternative 1 would involve no major adverse impacts on local geologic or hydrologic conditions and local flooding conditions would not be affected by the project. The extension would pass through some agricultural land which is zoned for industrial uses. The extension of SW Nyberg Road would result in habitat disruption adjacent to the Hedges Creek wetland area but the roadway would not directly, adversely impact the wetland areas. Alternative 1 would involve a partial disruption of locally significant grove of trees on SW Nyberg Road but no rare or endangered plant or animal speicies would be affected. The visual characteristics of SW Nyberg Road would not be greatly altered. Energy consumption would increase because of continued traffic growth as well as construction. Alternative 1 would not require acquisition of, or affect Section 4(f) lands or porperties listed in, nominated for, or eligible for the National Register of Historic Places.

6. Advisory Committees

The project has been developed and reviewed with the assistance of a Technical Advisory Committee and Citizens Advisory Committee. The members are listed below.

Technical Advisory Committee

Ron Kleinschmit,	Oregon Department of Transportation
Earl Purdy,	Oregon Department of Transportation
Tony George,	Oregon Department of Transportation
Craig Markham,	Oregon Department of Transportation
Steve MacNab,	Oregon Department of Transportation
Tom Schwab,	Oregon Department of Transportation
Howard Harris,	Oregon Department of Environmental Quality
Norm Jette,	Oregon Department of Environmental Quality
Wally Bryant,	Federal Highway Administration
Mike Borreson,	Washington County Public Works
Yvonne Addington,	City of Tualatin
Winslow Brooks,	City of Tualatin
Ron Higbee,	TRI-MET

Citizens Advisory Committee

Karen Beach,	Citizen
John W. Bergstrom,	Citizen
Candy Fankell,	Citizen
Roy M. Whitman,	Businessman
Harvey Van Raden	Businessman
Yvonne Frost,	Businesswoman
Peggy Gensman,	Businesswoman
William Greer, Jr.,	Businessman
Joseph Greulich,	Citizen
Constance Laing	Citizen
Charles Landskroner,	Businessman
Alan Meyer,	Citizen
Althea Pratt,	Citizen
Mike Tate,	Citizen
Fred Barrett,	Businessman

7. Agencies and Organizations Recieving copies of the Draft Environmental Impact Statement:

a. Federal Agencies

U.S. Department of Agriculture
Soil Conservation Service
*U.S. Department of the Army Corps of Engineers

U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Marine Fisheries Services
U.S. Department of Energy
U.S. Department of Housing and Urban Development
*U.S. Department of the Interior
Environmental Project Review
Assistant Secretary, Program Policy
Deputy Assistant Secretary, Environmental Affairs
Bureau of Outdoor Recreation, Pacific Northwest Office
Geological Survey
U.S. Department of Transportation
Federal Aviation Administration

b. State of Oregon Agencies

Economic Development Commission
*Department of Environmental Quality
*Department of Fish and Wildlife
Division of Geology and Mineral Industries
*Intergovernmental Relations Division, Executive Department
Land Conservation and Development Commission
*Department of State Lands
State Historic Preservation Office
Parks and Recreation Branch

c. Other Agencies

City of Tualatin
City Council
Department of Public Works
Tualatin Planning Advisory Committee
Department of Community Development
Tualatin Urban Renewal Advisory Committee
Tualatin Police Department
Tigard School District No. 23-J
Tualatin Elementary School
Durham Elementary School
Lewis Elementary School
Metzger Elementary School
Templeton Elementary School
Tigard Elementary School
Fowler Junior High School
Tualatin Junior High School
Tigard Senior High School

*Provided Written Responses to the Draft Environmental Impact Statement

Washington County
Board of Commissioners
Department of Environmental Services
Engineering Services Section
Comprehensive Planning Section
Planning Commission
County Library
*Tualatin Rural Fire Protection District
Washington County Department of Public Safety
TRI-MET
Metropolitan Services District (MSD)

d. Miscellaneous Groups

League of Woman Voters
Oregon environmental Council
Tualatin Chamber of Commerce
Associated General Contractors

e. Utilities

Portland General Electric Company
Northwest Natural Gas Company
General Telephone Company
City of Tualatin Sewer and Water
*Burlington Northern Railroad

f. Newpapers

The Oregonian, Portland (metropolitan daily)
The Oregon Journal, Portland (metropolitan daily)
The Daily Journal of Commerce (metropolitan daily)
The Community Press (metropolitan daily)
Willamette Week (metropolitan daily)
Tigard Times
Lake Oswego Review

g. Television

KGW, Portland
KATU, Portland

8. The Draft Environmental Impact Statement was made available to the Environmental Protection Agency and the public on March 23, 1979.

FOREWORD

This is the Final Environmental Impact Statement (FEIS) for the SW 89th Avenue-Interstate 5 Tualatin project. The approval of this FEIS will constitute design approval. Following the approval of this document final plans, specifications and estimates will be prepared, and right of way acquisition will be initiated..

On Monday, April 23, 1979, a public hearing was held at the Tualatin City Hall to explain and receive comment on the Draft Environmental Impact Statement (DEIS). About 45 interested persons attended the meeting, 8 of which gave written or oral testimony. All but one person expressing a preference indicated that Alternative 2, the Tualatin Sherwood Bypass should be selected.

The Citizens Advisory Committee, at their April 2, 1979 meeting unanimously recommended that Alternate 2 be adopted. The Tualatin Planning Advisory Committee, on April 5, 1979, also unanimously recommended the Build Alternative 2. On May 14, 1979 the Tualatin City Council Issued Resolution No. 544-79 declaring the Councils selection of Alternative 2.

Based on the testimony and written comments and recommendations, Alternative 2 has been advanced as the Selected Alternative. There have been no major design changes in this alternative from the DEIS. Additional information on the wetlands in the vicinity of the project and a wetlands finding have been added to the FEIS.

Specific questions and comments from other agencies and the public have been answered in the comments and response section. Complete letters are included at the end of this report.

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1. PROJECT DESCRIPTION

1.2 PROJECT LOCATION AND SETTING

The SW 89th Avenue to Interstate 5 Project is located in the City of Tualatin, Washington County, Oregon. Figure 1 depicts the regional setting of the study area as it relates to the Portland Metropolitan area. The City of Tualatin is approximately 5 miles south of the city limits of Portland. The project corridor is approximately .7 miles long and extends through Tualatin's central business district west of Interstate 5. The local setting in Tualatin and the project study area are shown on Figure 2. The project study area generally includes the area in Tualatin bounded by Interstate 5 to the east, Nyberg Creek to the south, SW 89th Avenue to the west and the Tualatin River to the north. Figure 3 shows photographs of the existing setting in the central business district of Tualatin and shows the existing commercial, industrial, and residential uses that exist in the study area.

1.2 PROJECT PURPOSE AND NEED

Existing Roadway Setting. SW Nyberg Road is a heavily traveled through traffic corridor from areas within the City of Tualatin and to the east of the city to Interstate 5. This two-lane roadway carries daily traffic volumes between 14,000 and 16,000 vehicles per day through the commercial core of the city. Presently, significant delays are encountered by through traffic and motorists attempting to make turning movements along the roadway. The motor vehicle accident record for SW Nyberg Road reveals the problems created by these delays and turning movement conflicts. Projected increases in traffic volumes along SW Nyberg Road indicate that without significant improvements to the roadway, the levels of service at the peak traffic hours will worsen substantially by 1998. This means that forced flow conditions are likely to occur on the roadway during the peak traffic periods and that mobility for a major portion of the City of Tualatin will be reduced.

Future plans for improvements to motor vehicle circulation, public transit, motor vehicle and pedestrian safety, emergency vehicle access, and development of a commercial core area will be significantly hindered without major improvement in present traffic patterns in the city.

Project Purpose. The purpose of the proposed project is to increase the capacity of the local street connection to Interstate 5 in the City of Tualatin and to improve the traffic circulation patterns and to reduce the congestion in downtown Tualatin.

1.3 SELECTED ALTERNATIVE (ALTERNATIVE 2) SW TUALATIN-SHERWOOD BYPASS

The Draft Environmental Impact Statement addressed two possible Build Alternatives and one No-Build Alternative. Alternative 2 was selected and is described below.

Alternative 2 is designed to improve the traffic circulation patterns along SW Nyberg Road by separating local and through traffic, realigning portions of the roadway and controlling access. Figure 4 shows the alignment of Alternative 2. An entirely new roadway will be built under this alternative to divert a large part of the east/west traffic away from SW Nyberg Road and the downtown area of Tualatin. From Interstate 5 to the K-Mart driveway the existing SW Nyberg Road will be improved to six lanes with left-turn median. At this point the new roadway will turn to the south of SW Nyberg Road and run parallel to it approximately 500 feet to the south and extend across SW Boones Ferry Road to the SW Tualatin Sherwood Road at SW 89th Avenue.

The east/west connection between the beginning of the Tualatin Sherwood Bypass at the K-Mart driveway and Martinazzi Avenue on the existing SW Nyberg Road, will be a one-way westbound street. Motorists traveling east on SW Nyberg Road to I-5 will use the extension of Martinazzi Avenue to reach the Tualatin Sherwood Bypass, which will provide a connection to I-5. This configuration is intended to channel traffic away from the downtown area and give motorist a clear indication of the route provided for through traffic. Traffic signals with emergency preemption controls will be provided as a part of this project at the following intersections: Nyberg Road and Interstate 5 exits; Nyberg Road and Martinazzi Avenue; Nyberg Road and SW Boones Ferry Road; Martinazzi Avenue and the Tualatin Sherwood Bypass; and SW Boones Ferry Road and the Tualatin Sherwood Bypass. Several of the signals have been installed but will have to be adapted with preempt controls.

The typical cross section of Alternative 2 is shown in Figure 5. This section will be utilized over the majority of the bypass from the K-Mart driveway to the tapering section at the end of the project on SW Tualatin Sherwood Road. Four 12-foot travel lanes will be provided, with an 18-foot planted median area. This median will be tapered at various locatidons to provide left-turn lanes at intersections and major driveways along the bypass. Also provided on both sides of this roadway section will be a six to eight-foot sidewalk/bikepath and six-foot planted area to separate the sidewalk from the roadway. The western end of the Alternative will be located on SW Tualatin Sherwood Road just west of SW 89th Avenue. The eastern end of the Alternative will be located on SW Nyberg Road at Interstate 5 interchange.

The Martinazzi Avenue extension will have a typical section similar to that of the bypass. An 80-foot-wide right of way, four 12-foot-wide traffic lanes and a painted median are proposed. Planted curbside strips and sidewalk/bike paths adjacent to the right-of-way line are planned. The extension of Martinazzi Avenue south from the proposed Tualatin Sherwood Bypass to the Fred Meyer property and on to Sagert Road are proposed independent of this project by the City of Tualatin.

Traffic control will be necessary at four locations during construction of the proposed alignment. These locations are: 1) SW Tualatin Sherwood Road at SW 89th Avenue, 2) SW Boones Ferry Road, 3) Martinazzi Avenue and SW Nyberg Road and 4) SW Nyberg Road and Interstate 5. Extreme congestion is predicted at SW Boones Ferry Road where motorists will most likely experience

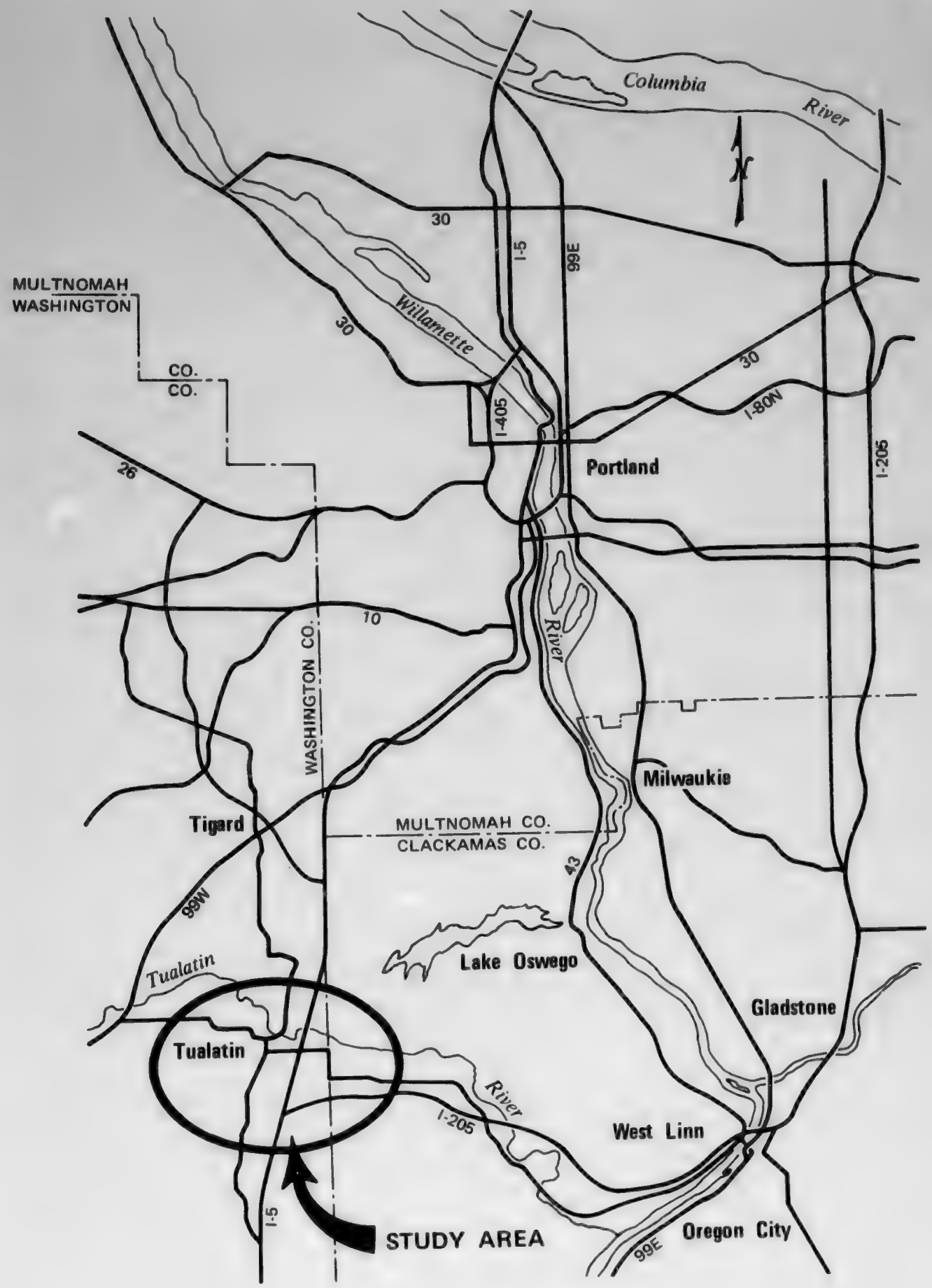


FIGURE 1.

REGIONAL SETTING IN PORTLAND, OREGON AND SURROUNDING AREA

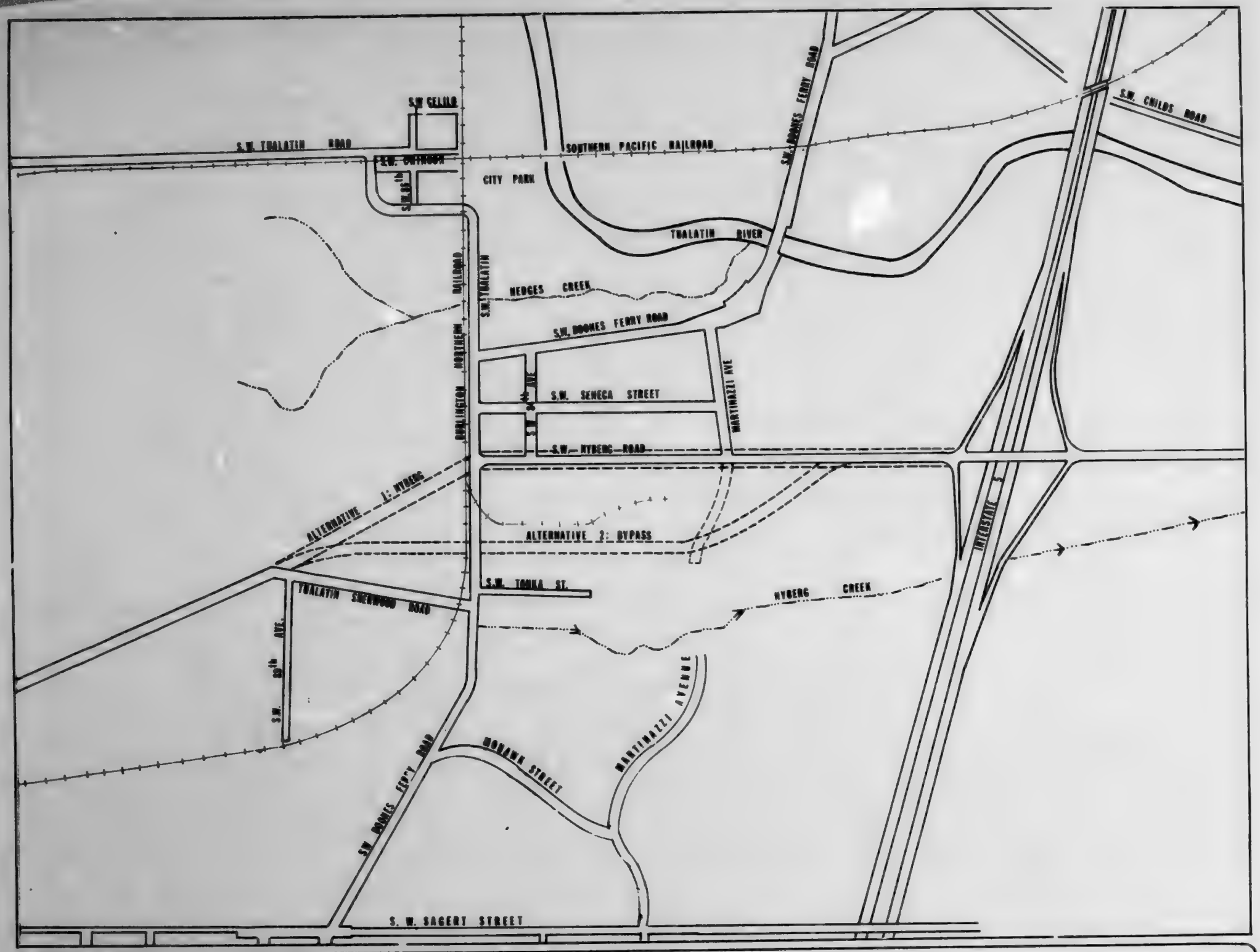


FIGURE 2. LOCAL SETTING IN TUALATIN, OREGON

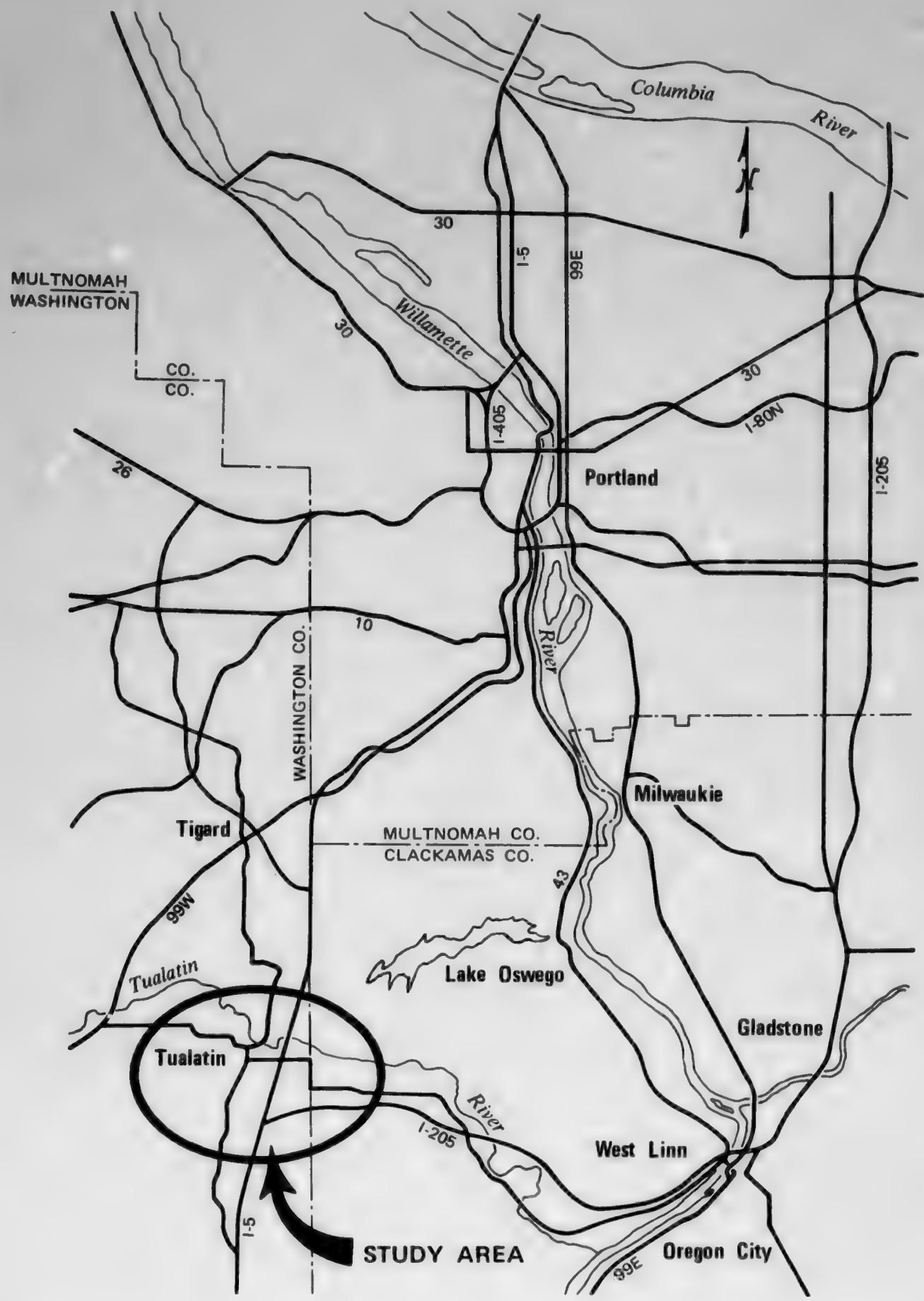


FIGURE 1.

REGIONAL SETTING IN PORTLAND, OREGON AND SURROUNDING AREA

N

no scale

FIGURE 8. EXISTING SETTING IN STUDY AREA (2 IMAGES)

S.W. 89TH STREET
S.W. TUALATIN SHERWOOD ROAD
S.W. BOONES FERRY ROAD
S.W. NYBERG ROAD

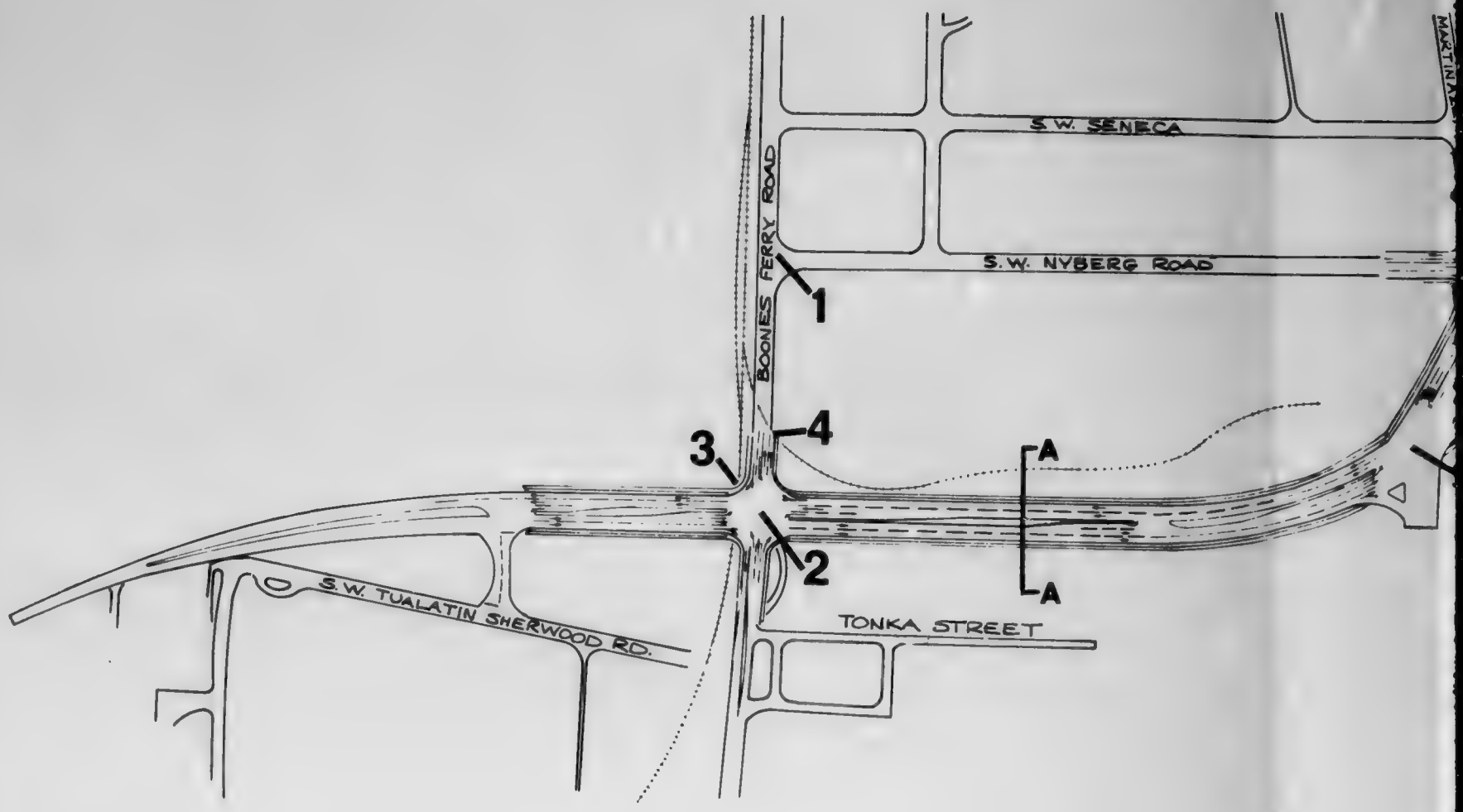
N

1 EXISTING TRAFFIC SIGNAL

2 PROPOSED TRAFFIC SIGNAL

3 PROPOSED RAILROAD CROSSING GATES

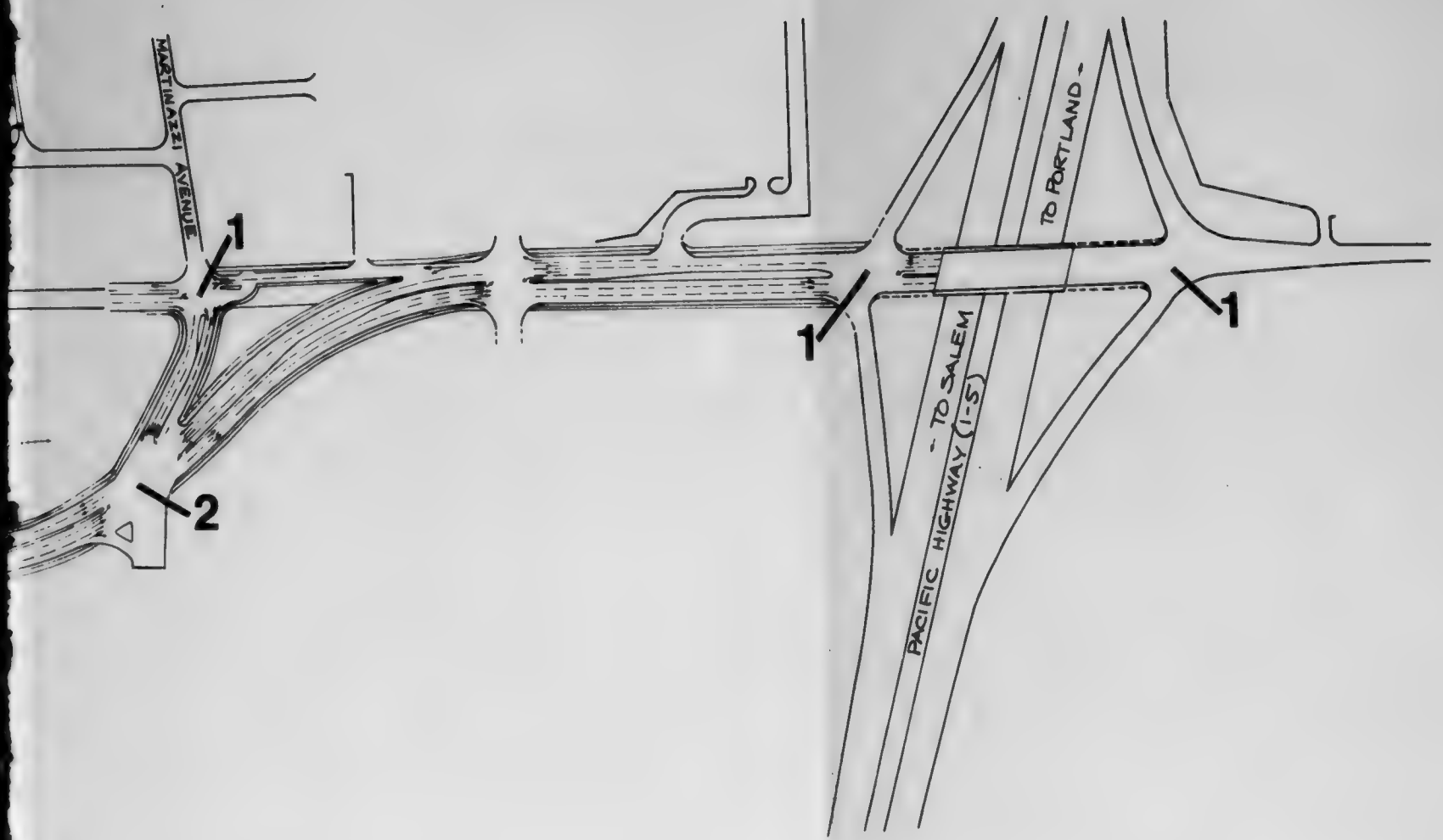
4 PROPOSED RAILROAD CROSSING LIGHTS OR GATES

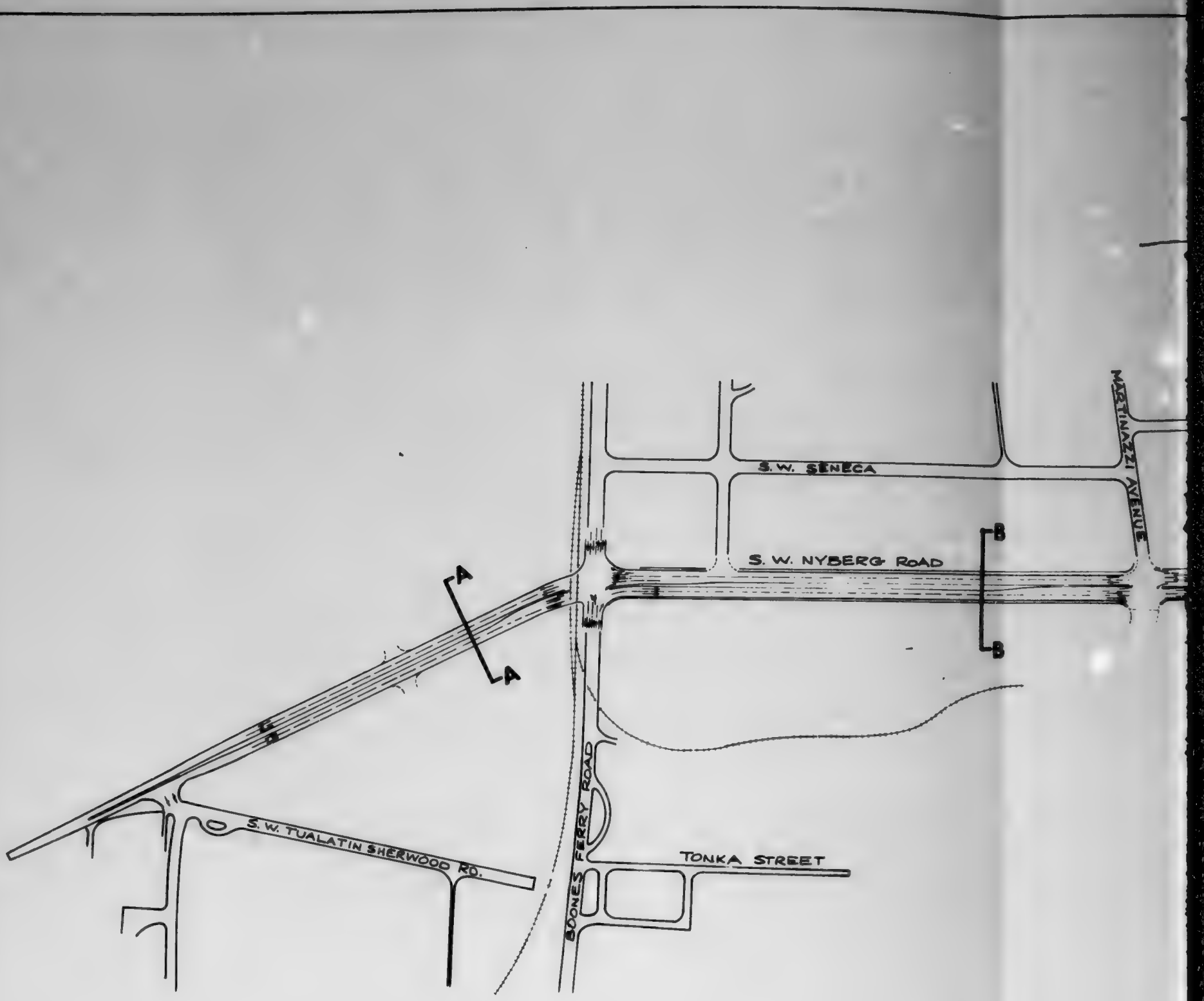


N

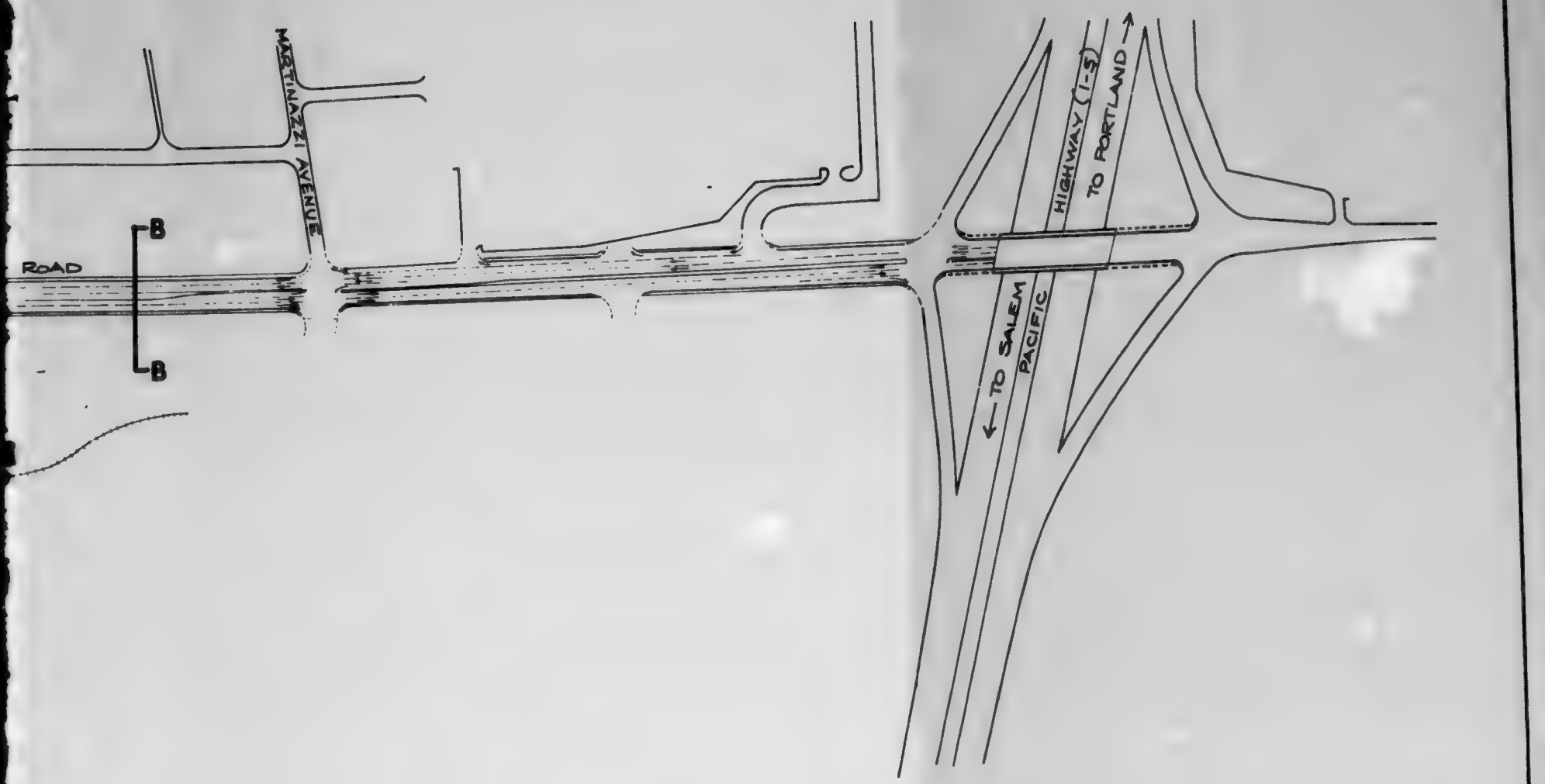
SCALE
1"=360'

FIGURE 4. ALTERNATIVE 2: TUALATIN SHERWOOD BYPASS


MARTINAZZI AVENUE
1
2
1
1
TO PORTLAND
TO SALEM
PACIFIC HIGHWAY (I-5)



N SCALE 1"=360'	FIGURE 6. ALTERNATIVE 1: NYBERG ROAD EXTENSION AND REALIGNMENT



ION AND REALIGNMENT

some delay. Slowed movements with infrequent delays could be expected at other construction locations.

The Tualatin City Council adopted Alternative 2 as the preferred proposal at their May 24 Council meeting. In making their selection, it was noted that the majority of the testimony received at the public hearing, and the support of local advisory committees was for Alternative 2. Generally, support for the selected alternative was based on the following:

1. Consistent with the City Urban Renewal Plan and Draft Comprehensive Plan.

2. Consistent with the goals and objectives established by the Citizens and Technical Advisory Committees.

3. Consistent with CRAG (MSD) policies.

4. Consistent with traffic plans for the area.

5. Provides the best traffic circulation pattern for Tualatin's downtown area.

6. Will cause the least amount of detrimental impact to the area, except for increased right-of-way acquisition.

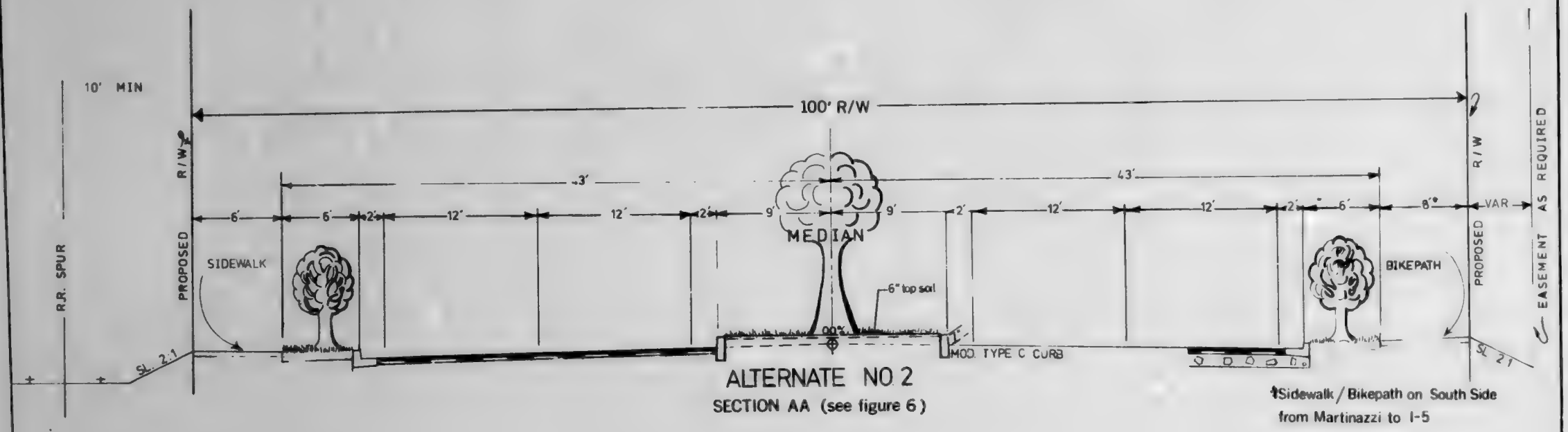
1.4 ALTERNATIVES NOT ADVANCED FOR APPROVAL

NO-BUILD ALTERNATIVE

The No-Build Alternative would involve no action at this time. SW Nyberg Road would remain as it is today: a 50-foot right of way with two 11-foot-wide traffic lanes, one left-turn lane and a 44-foot curb-to-curb width. A bypass connecting Interstate 5 with the Tualatin Sherwood Highway at SW 89th Avenue would not be built. The No-Build Alternative, however, does not preclude the City of Tualatin from pursuing other transportation or traffic improvement programs in the community such as parking lots, signalization, or road projects in other parts of the community.

ALTERNATIVE 1: SW NYBERG ROAD EXTENSION AND REALIGNMENT

The intent of Alternative 1 is to improve traffic flow and circulation by widening and extending the existing SW Nyberg Road. Figure 6 shows the alignment of Alternative 1. From Interstate 5 to SW Boones Ferry Road, SW Nyberg Road would follow the existing alignment, with widening on the south side only. From SW Boones Ferry Road to SW 89th Avenue, a new road segment would be constructed to complete the corridor. At SW Boones Ferry Road the extension of SW Nyberg Road would cross the Burlington Northern Railroad. Figure 7 shows the typical cross section of Alternative 1.



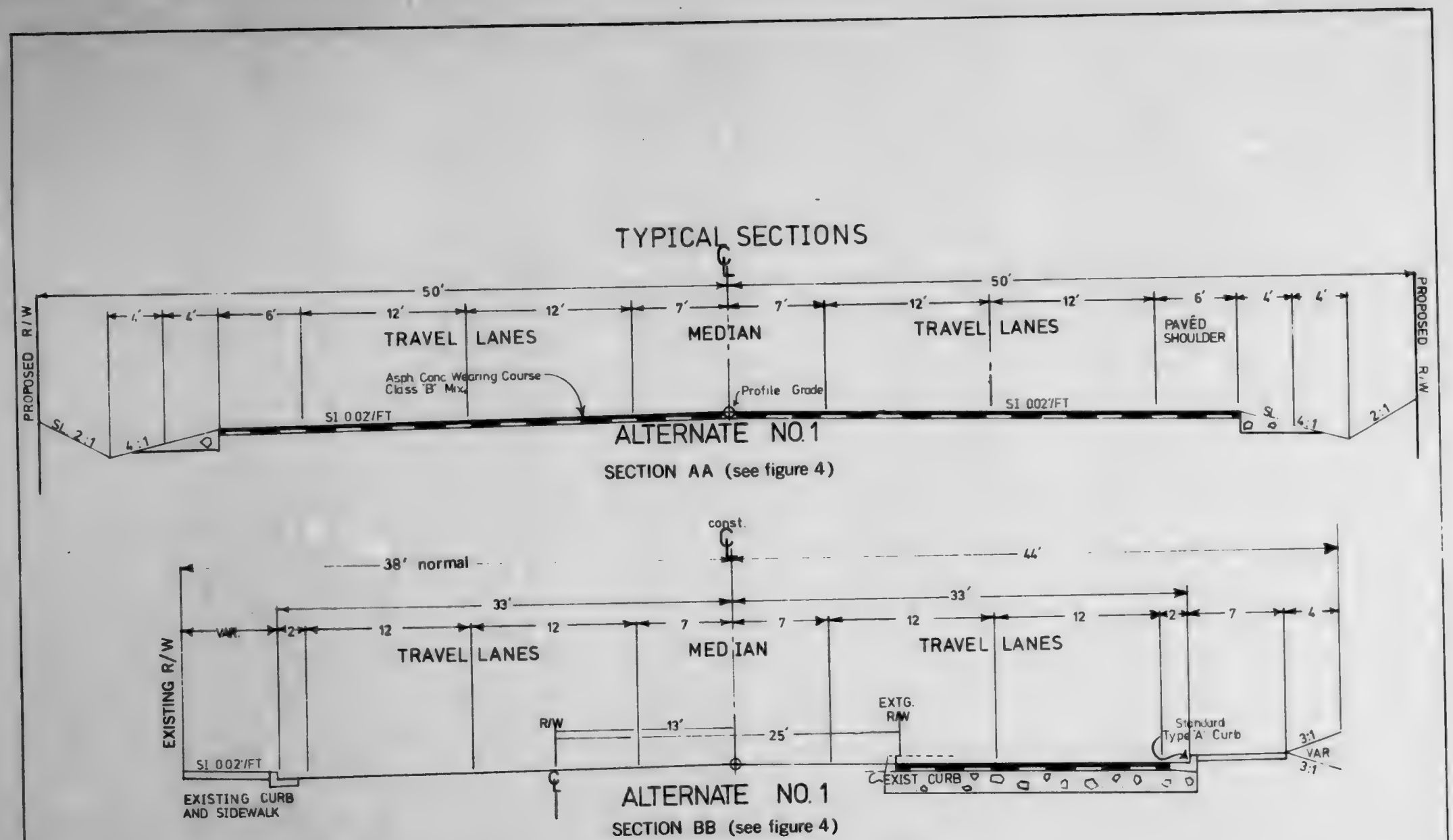
ALTERNATE NO. 2
SECTION AA (see figure 6)

†Sidewalk / Bikepath on South Side from Martinazzi to I-5

ALTERNATE NO.2
MEDIAN TREATMENT AT INTERSECTION

SOURCE: Oregon Department of Transportation, 1978.

no scale	FIGURE 5. ALTERNATIVE 2: TYPICAL CROSS SECTION (SELECTED ALTERNATIVE)



SOURCE: Oregon Department of Transportation, 1978.

no scale	FIGURE 7. ALTERNATIVE 1: TYPICAL CROSS SECTION

The top view of Figure 7 shows the cross section of the roadway segment from SW 89th Avenue to SW Boones Ferry Road. Four 12-foot travel lanes would be provided with a 14-foot painted median, and a six-foot paved shoulder on both sides of the roadway. Between SW Boones Ferry Road and I-5 the typical section shown in the second view of Figure 7 would utilize the existing roadway and an additional 32 feet of right of way on the south side of the street. This section would provide four 12-foot travel lanes, a 14-foot painted median, and a seven-foot-wide sidewalk/bikepath on both sides of SW Nyberg Road. On SW Nyberg Road, the construction center line would shift 13 feet south, and would allow the roadway to be built, using the existing surfacing and curbs to the north. At Martinazzi Avenue the center line would taper back to the center line of the existing (SW Nyberg) road. No parking would be allowed on the roadway itself.

Traffic conflicts associated with roadway construction would occur at the following locations: SW Tualatin Sherwood Road, SW Boones Ferry Road and on SW Nyberg Road continuous from SW Boones Ferry Road to Interstate 5. No detours would be required but traffic control would be necessary at each of these locations. Occasional motorist delays would be experienced at the intersections and wherever construction was in progress along SW Nyberg Road, especially during hauling and paving activities.

OTHER ALTERNATIVES CONSIDERED

In addition to the three previously discussed alternatives, the Technical Advisory Committee (TAC) evaluated two other alternatives. Alternative 2A was the same design as Alternative 2, however, the alignment was located to bypass a then existing sewage disposal plant. Alternative 3, another bypass alternative, was a more southerly route crossing the Burlington Northern Railroad at the existing crossing, proceeding south across Nyberg Creek and eventually turning north to again cross Nyberg Creek and connect with SW Nyberg Road at the Interstate 5 interchange.

The Technical Advisory Committee recommended addressing Alternatives 1 and 2 in the Environmental Impact Statement (EIS). Alternative 2A was not recommended because the sewage disposal plant has been removed. Alternative 3 was not recommended because this route would 1) sever business property, 2) have prohibitive right-of-way costs and 3) severely impact the wetlands along Nyberg Creek.

1.5 PROJECT ORIGIN AND HISTORY

Planning for the proposed project originated with the City of Tualatin's Draft Urban Renewal Plan in 1976 and planning studies done prior to that time in the community. The Urban Renewal Plan proposed that significant changes be made in the present traffic circulation patterns in the central business district of Tualatin to accommodate previous and projected industrial growth along SW Tualatin Sherwood Road and to improve through traffic circulation in the central business district.

Unit 1: SW 65th Avenue Phase I Bridge Project, which proposed construction at a new bridge and approaches across Nyberg Creek; SW 65th Avenue and SW Nyberg Road Phase II which consists of realignment and widening from Interstate 5 to Sagert Road.

Unit 2: 89th Avenue-Interstate 5 Project which is the subject of this Environmental Impact Statement.

These projects were divided into separate units; the subject project is designated as Unit 2.

The SW 89th Avenue-Interstate 5 Project was approved by the Oregon Transportation Commission in July,. 1976. The project was listed in the Columbia Region Association of Governments Transportation Improvement Program (CRAG-TIP) for the Fiscal Years 1979-1982, as required to be eligible for federal funding.

In November, 1977 the Project Assessment prepared by the Oregon Department of Transportation for the 89th Avenue-Interstate 5 Project was approved by the Federal Highway Administration and assigned a classification as a Category 2, Major Federal Action Project. Category 2 projects include highway improvement projects that utilize the existing corridor, but have significant social, economic, or environmental impact. Generally, Category 2 projects require investigation of alternative alignments and designs documentating Draft and Final Environmental Impact Statements. Approval was granted by the Federal Highway Administration (FHWA) in February, 1978 for ODOT to proceed with the preliminary engineering activities of Unit 2.

The City of Tualatin nominated the Urban Renewal Advisory Committee in February, 1978 to function as the projects Citizen's Advisory Committee (CAC) serving as a review and comment group representing citizen concerns. The Technical Advisory Committee (TAC), consisting of federal, state, and local representatives was appointed in February, 1978, again serving as an advisory group for ODOT.

A decision to study two alignment alternatives was made in March, 1978 by the Technical Advisory Committee. Two alignment alternatives were included in the project and concurred in by the FHWA, as federal guidelines require consideration of reasonable alternatives if they exist. In addition, ODOT policy suggests a thorough effort to adapt existing facilities before new roadways are built.

In the area of Alternative 2, it is noted that the City of Tualatin has already permitted several activities which alter the conditions in the area. Specifically, the Alternative 2 corridor has been altered by these changes: approval of Fred Meyer commercial development, south and east of Alternative 2; removal of the sewage treatment plant; provision of a haul and construction route for the Fred Meyer project on part of the proposed Alternative 2 alignment; and approval to extend Martinazzi Avenue, south of Nyberg Road.

1.6 INTERRELATIONSHIP WITH OTHER PROJECTS

The relationship of this project to other state projects in Tualatin at 65th Avenue and Sagert Road is discussed in Section 1.4. In addition, as discussed in the Traffic Section, 3.2, new signalization has been installed in the study area at Martinazzi Avenue and SW Nyberg Road and SW Boones Ferry Road and SW Nyberg Road. The extension of Martinazzi Avenue from Nyberg Road to the Tualatin Sherwood Road Bypass (Alternative 2) will be a part of this project. Those connections from the bypass road to Sagert Road are proposed independently of this project and will occur in connection with future commercial developments in this area.

In addition, as part of the City of Tualatin's Urban Renewal Plan, local downtown improvements in the study area are proposed in the form of parking lots, landscaping, bicycle paths, and lighting.

1.7 PROJECT SCHEDULE

The schedule for the SW 89th to I-5 Bypass Project depends on the final approval of this document and when the local funding is finalized. The tentative schedule indicates that construction should begin in November 1980 and will be completed in approximately 280 working days.

1.8 PROJECT CODORDINATION, PUBLIC INVOLVEMENT, AND PUBLIC HEARING RESULTS

The Technical Advisory Committee (TAC), comprised of representatives from interested federal, state, and local agencies (with engineering and planning experience) is the principle group through which ODOT coordinates with other agencies on the proposed project. Members of the TAC, appointed by ODOT with the approval of the city and county are listed in the summary section of this report. The TAC's primary function is to assist ODOT in developing the preliminary engineering data for the project.

The first meeting of the committee was held in February, 1978, to discuss various aspects of the project's schedule, proposed alternatives and environmental assessment. Subsequent meetings of the committee occurred about once every six weeks since this date. Consultation by ODOT with agencies other than those represented on the TAC has occurred throughout the project as necessary.

As an element of ODOT's citizen involvement program, a Project Citizen's Advisory Committee (CAC) was formed to serve as a project review and commentary group. The City of Tualatin recommended the Urban Renewal Advisory Committee (URAC) for Tualatin to be used to fulfill the function of the CAC. This committee is comprised of individuals who live, work, or own property within the study area or in close proximity to the study area. A list of members of the CAC is found in the summary of this report. The first meeting of the CAC was held on April 5, 1978, in conjunction with the URAC meeting. The URAC was formed as part of the effort to develop an Urban Renewal Plan

for the City of Tualatin. URAC meetings that related directly to the project have been held since February, 1977.

In October, 1978 a publicized URAC/CAC meeting was held to which interested citizens were invited to attend. Approximately 25 persons attended the meeting at which ODOT discussed the proposed alternatives and addressed questions from the audience concerning these alignments. The primary reason of the meeting was to seek local input prior to completion of the Draft EIS. In November, 1978 representatives from ODOT made a presentation to the Tualatin City Council on this project and other ODOT projects in the Tualatin area (see Section 1.4).

An informational open house was held at the Tualatin City Hall on March 27, 1979 at which copies of the DEIS were made available to the public for review and comment. On Monday, April 23, 1979, a public hearing was held at the Tualatin City Hall on the proposed SW 89th to I-5 Tualatin Project. There were about 45 people in attendance. Most of those people who testified, either written or orally, were in favor of Alternative 2. No one testified in favor of the "No-Build" proposal, one person favored Alternative 1, eight were in favor of Alternative 2. Two persons did not voice an opinion. Several comments and suggestions were made at the hearing and are summarized below.

Speaking for her mother who lives on Tonka Street, Ms. Mallory, was concerned about the possibility of cutting an access from the Alternate 2 through to Tonka Street and a barrier between Tonka Street and the bypass. She approved of the proposal when it was explained that there will be a landscaped area and sidewalk between the homes and road, and that there are no plans to connect the two streets.

Representing Mercury Development, K-Mart and other shops, Mr. Harry Zimel, suggested that the project consider some bus turnouts especially in front of the K-Mart and Fred Meyer developments.

The City has assigned Nyberg Road as the transit route and the bypass as the traffic route. At this time TRI-MET has no plans to extend its service to these routes. However, at a future date if TRI-MET reevaluates its service to include these areas, bus turnouts could be incorporated independent of this project.

Another resident of Tualatin, Mr. Marvin Nelson, was concerned with possible noise factors to the residents living on Tonka Street. He suggested that walls be built along the bypass to help shield this noise. Sound analysis recently conducted determined that walls or berms are not cost effective for the selective alternative (see Section 4.5).

2. SUMMARY COMPARISON OF PROJECT ALTERNATIVES

Table I summarizes and compares the impacts of the alternatives. The baseline assumptions for evaluation of the alternatives is present conditions. Impacts described pertain to long-term impacts unless otherwise stated.

TABLE 1. SUMMARY COMPARISON OF PROJECT ALTERNATIVES

LAND USE	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Consistency with City of Tualatin Urban Renewal Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with City of Tualatin Comprehensive Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with CRAG Policies	Inconsistent	Conforms to CRAG Transportation Improvement Program	Conforms to CRAG Transportation Improvement Program
Impact on existing residential uses in Study Area	Access will become difficult as traffic increases	Access will become difficult as traffic increases	Proximity to rear yards of residential uses on Tonka Street
Impact on existing commercial and industrial uses in Study Area	Minor impact	Right of way encroachment into commercial and industrial uses on south side of S.W. Nyberg Road diminishing parking and landscaping of affected uses	Removal of one temporary building used as commercial bank
Impact on vacant land along road corridor	Congestion may slow development	Facilitates development of vacant industrially zoned land along road corridor.	Facilitates development of vacant industrial and commercially zoned land along the road corridor
Impact on prime agricultural land	No impact	Encroachment into six acres of Class II soils which is industrially zoned	Encroachment into three acres of Class II and III soils which is industrially zoned

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

TRAFFIC	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
1998 Level of service	Poor; temporary congestion to forced flow	Adequate; stable flow, approaching unstable flow	Adequate; stable flow, approaching unstable flow
Traffic safety	Hazards increase with volumes. Turning/through movement conflicts	Same as No Build. Turning/through movement conflict still a problem, even with improved traffic service.	Safety improved considerably with diversion of through traffic away from S.W. Nyberg Road.
Parking	Parking movements hazardous because of traffic volumes	All spaces on Nyberg Road eliminated; loss of off street parking on south side.	Access to parking areas improved. City planned parking lot improvements can be implemented
Traffic on other local streets	Severe congestion on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road
Pedestrian service and safety	Hazards increase with volumes. Difficult turning movements reduce driver awareness of pedestrians.	Service increased with new sidewalk along S.W. Nyberg Road, but safety features little improved over No Build case	Service and safety much improved over other alternatives with diversion of through traffic from S.W. Nyberg Road.
Public transit	Access to downtown area reduced with congestion on S.W. Nyberg Road. Planned city wide system hindered by this feature.	Some improvement over No Build, but movement of buses in downtown area still difficult	Possibility of improved bus service in City most likely under this alternative.
Bicycle movement	Travel along S.W. Boones Ferry Road and Martinazzi Avenue hindered by congestion on S.W. Nyberg Road	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways.

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

TRAFFIC, cont'd.	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Access to commercial uses on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access greatly improved with diversion of through traffic away from S.W. Nyberg Road.
Access to residential uses in Tualatin	Access severely limited by congestion on S.W. Nyberg Road	Access improved over No Build.	Access improved over Alternative 1. More direct route possible from I-5 to residential areas
SOCIOECONOMICS			
Project costs	Normal maintenance costs	$1,190,000 (estimate)	$1,370,000 (estimate) and assumes $900,000 of dedicated right of way
Relocation	None	None	One commercial use (temporary)
Business sales	Increased sales relative to higher traffic volumes; however, higher congestion could indirectly effect use frequency	Increased sales relative to higher traffic volumes; however, higher congestion could indirectly effect use frequency. Adversely affected by construction	Increased sales relative to higher traffic volumes in corridor and expected growth; improved mobility expected to have positive impact on S.W. Nyberg Road businesses
Property value	Maintain present inflationary trend	No direct project impact; values will maintain present inflationary tre minor increase in val pected due to improved ac- cess to vacant land	No direct project impact; values will maintain present inflationary trend; minor increase in value expected due to improved access to vacant land

TARLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

SOCIOECONOMICS	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Loss of property tax from right of way acquisition	No impact	Removes approximately 4.5 acres for right of way	Removes approximately 7 acres for right of way
Employment	No impact	Short term construction growth; no long term impacts	Short term growth in construction phase; no long term impacts
Community identity	Continued congestion in central business district detracts from community goal of village atmosphere	Continued congestion in central business district detracts from community goal of village atmosphere	Improved traffic flow and less congestion expected to promote pedestrian and resident mobility and improve community goal of village atmosphere
PUBLIC FACILITIES			
Utilities	No impact	Removal of Portland General Electric aerial distribution line and General Telephone cable	No impact
Sewer and water	No impact	Relocation of fire hydrants and valve adjustments. City bears cost	Manholes would require adjustment but would coordinate with city interceptor project
Fire and police	Longer response time as traffic increases	Construction phase accessibility limited; continued congestion will delay emergency service response time	Construction phase accessibility limited; emergency service response time improved due to relief in congestion

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

PUBLIC FACILITIES	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Railroad	Continued use of adverse crossing	Cross over Burlington Northern Railroad; no line relocation proposed; PUC will require removal of existing crossing at Tualatin Sherwood Road when new crossing is developed	Parallel to Burlington Northern spur line serving Hervin and cross over major Portland line; no line relocation proposed; PUC will require removal of existing crossing at Tualatin Sherwood Road when crossing is developed
NOISE			
Commercial and industrial lands in the study area with noise levels higher than the FHWA standard because of roadway noise	Most areas within 200 feet of the local roadway	Same areas as No Build with some improvement along S.W. Boones Ferry Road	Impacted areas shifted away from S.W. Nyberg Road, toward the southern part of the study area
Number of existing residences in the study area with noise levels higher than the FHWA standard because of roadway noise	Three homes along S.W. Nyberg Road, and two homes along S.W. Tonka Street	Three homes along S.W. Nyberg Road	Three homes on S.W. Nyberg Road and five homes on S.W. Tonka Street; residential use on Tonka Street proposed as commercial use in future
Commercial, industrial and residential areas with noise levels higher than the FHWA standards because of temporary construction activities	None	Most of the study area	Most of the study area

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

GEOLOGY AND SOILS	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Erosion	No increase in erosion	Possibility of erosion during construction	Possibility of erosion during construction
Sedimentation	Continuing potential from disturbed areas	Possible increase in sedimentation in Hedges Creek marsh during construction	
Roadway Foundations	Will deteriorate over time and with increased traffic	Presence of weak and wet soils; no adverse impact	Presence of weak and wet soils and periodoc flooding; potential adverse impact
Irretrievable commitment of resources	No impact	1500 cubic yards of fill material; committment of surface materials	6000 cubic yards of fill material; committment of surface materials
HYDROLOGY/WATER QUALITY			
Increase in existing flood hazard	No increase	No increase	No increase
Shallow groundwater	No impact	Minor construction impact west of S.W. Boones Ferry Road	Minor construction impact along most of right of way
Increase in sedimentation potential	Continued sedimentation potential	Overall decreased sedimentation potential; minor sedimentation potential to Hedges Creek during construction	Overall decreased sedimentation potential; minor sedimentation potential to Hedges and Nyberg Creek during construction
Increase in urban runoff pollutants	Increase due to urbanization of drainage area	Increase due to urbanization of drainage area	Slightly greater than No Build and Alternative 1
Alteration of wetland water quality by urban runoff	None; stormwaters intercepted by trench	Minor impact because of water quality and drainage change	Minor impact because of water quality and drainage change

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

BIOLOGY	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Migration of wildlife	No impact	Roadway mortality and disruption of migration habits of some wildlife	Roadway mortality and disruption of migration habits of some wildlife
Vegetation	No impact	Removal of some trees, shrubs, herbaceous species	Removal of substantially more trees; provides additional habitat in the form of landscaping
Rare and endangered species	No impact	No rare of endangered species identified in study area	No rare or endangered species identified in study area
Wetland	No impact	Indirect wetland impact by removal of adjacent grassland habitat	Indirect wetland impact by removal of adjacent grassland habitat
VISUAL			
Proximity of roadway to residential uses	No impact	No new impact	Roadway highly visible to residents on Tonka Street; this residential area is planned for commercial uses in the future
Community visual atmosphere	Increased by traffic congestion in downtown	Increased by traffic congestion in downtown	Relief in through traffic congestion downtown
Landscaping element	No impact	No landscaping; some loss of rustic scenic resources	Landscaping proposed; greater loss of scenic resources

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
ENERGY			
Gasoline consumption	Moderate adverse impact due to increased congestion	Adverse short term high impact due to construction versus long term slight adverse impact due to traffic growth	Short term high adverse impact due to construction versus very slight adverse impact due to traffic growth
CULTURAL RESOURCES			
Historic Resources	No impact	No impact	No impact
Archeological resources	No impact	No impact expected; potential exists for discovery of archaeological sites	No impact expected; potential exists for discovery of archaeological sites
AIR QUALITY	Long term impacts due to increased congestion and less efficient use of fuel	Short term adverse construction impacts, versus slight improvement over intermedicate term as some congestion is alleviated	Short term adverse construction impacts, versus somewhat better improvement (compared to Alternative 1) term due to congestion relief

3. ENVIRONMENTAL SETTING AND IMPACTS

3.1 LAND USE AND POLICIES

The major land use implication of the project is the relationship of the project to the City of Tualatin's Urban Renewal Plan and the City's long-range planning goals. This analysis has identified and addressed the main land use issues: relationship to local plans; impacts on existing commercial uses on SW Nyberg Road; and relationship of the project to projected commercial and growth patterns in the community.

EXISTING SETTING

Existing Land Uses in the Study Area. The study area is located within the City of Tualatin Urban Renewal Area and is comprised predominately of industrial and commercial land uses, including the City's central business district. The western portion of the study area immediately west of SW Boones Ferry Road is composed of vacant industrial land. The area directly south of SW Nyberg Road is largely vacant and includes some light industrial uses and potential housing and commercial uses. The northern section of the study area along the Tualatin River is composed of parkland. Existing land uses in the study area are shown in Figure 8. The zoning within the study area does conform with the City's land use plan.

The existing land uses of SW Nyberg Road is primarily major commercial retail, personal services, restaurants, and some light industrial businesses. On the north side of SW Nyberg Road primary uses include K-Mart Shopping Center, banks, retail clothing shops, drug stores, real estate offices, restaurants (both automobile-oriented restaurants such as Dairy Queen and local restaurants), and service stations. On the south side of Nyberg Road the primary uses are light industrial, including the Hervin Pet Food Company and a lumber and home improvement center.

The existing land uses along the proposed Alternative 2 corridor are also varied and are shown in Figure 9. To the north, the land uses comprise the rear portions of the uses which front on Nyberg Road including the Hervin Company and the lumberyard. To the south of Alternative 2 is vacant commercial land and five existing houses which front on Tonka Street. Alternative 2 would traverse a different portion of the same vacant land west of SW Boones Ferry Road as Alternative 1. (See Fig. 9, Plate A.) As depicted in Figure 9, Plates B, D, and E, a portion of the proposed Alternative 2 corridor has already been partially graded to be used as a construction road for the Fred Meyer Shopping Center. In addition, it is noted that the sewage treatment plant located behind the Hervin Company has been moved, and a portion of that area would be used for the Alternative 2 corridor.

Tualatin Community Plans and Future Land Uses. Future growth and land uses in the community will be guided primarily by the City of Tualatin Comprehensive Plan and the City's Urban Renewal Plan. Figure 10 depicts the proposed land uses in the project study area. The major changes of land use

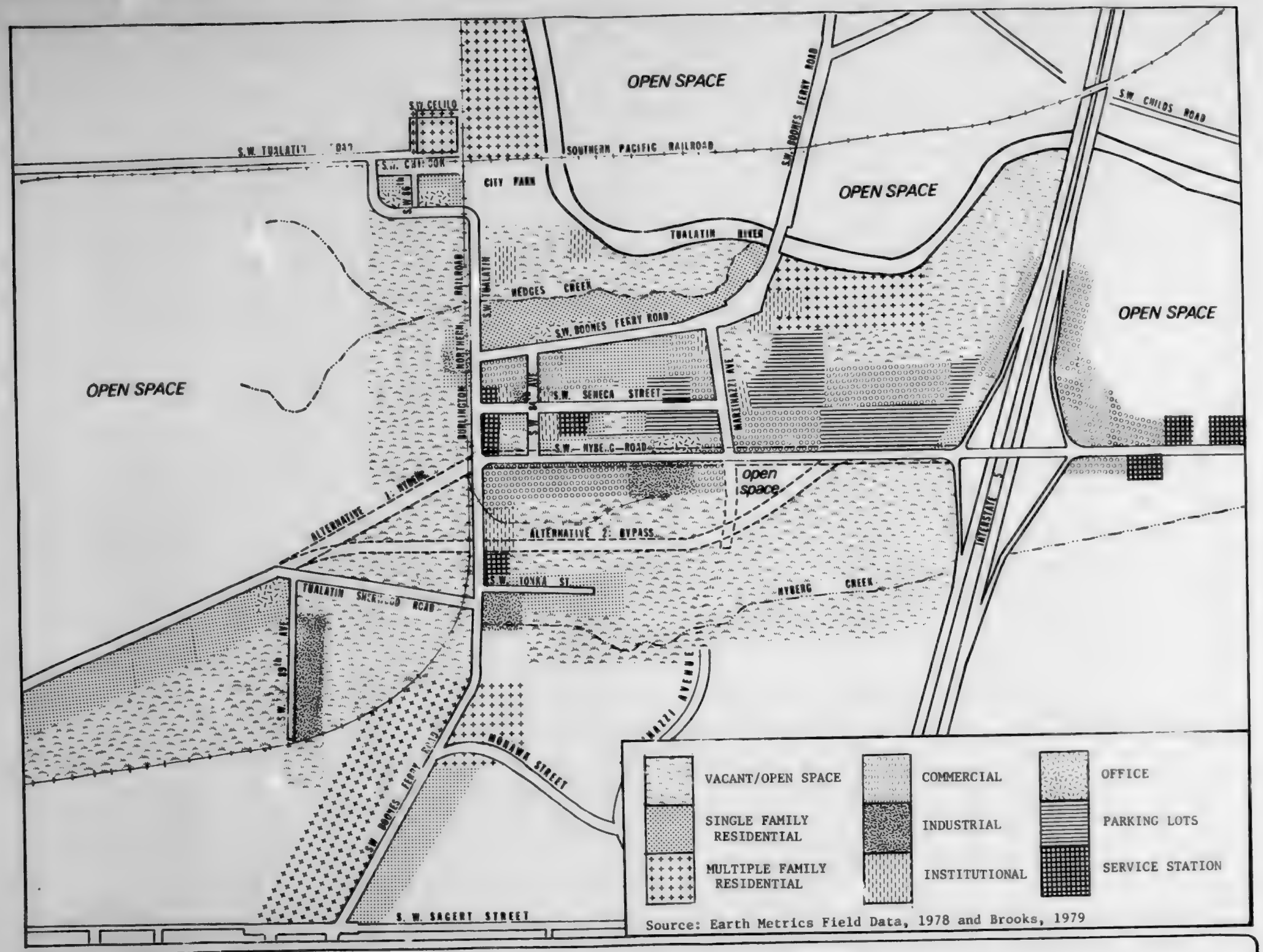


FIGURE 8. EXISTING LAND USES IN TUALATIN STUDY AREA

PLATE A. Looking West Down Proposed Bypass, from SW Boones Ferry Road.

PLATE B. Looking East Down Proposed Bypass, from SW Boones Ferry Road. (Recently Graded as a Construction Road for Development in the Area).

FIGURE 9. EXISTING LAND USES AND VIEWS ALONG ALTERNATIVE 2 CORRIDOR

PLATE C. Looking Southeast toward residences on Tonka Stree from proposed Bypass right of way near SW Boones Ferry Road.

Plate D. Alternative 2 Corridor, Behind Hervin Company, Looking West.

FIGURE 9 (Con't). EXISTING LAND USES AND VIEWS ALONG ALTERNATIVE 2 CORRIDOR

PLATE E. Far West Federal Savings, as seen from Proposed Bypass. Martinazzi Road will be extended through the trees to the left.

PLATE F. Far West Federal Savings looking down the proposed Alternative 2 Alignment from where it leaves Nyberg Road.

FIGURE 9 (Con't). EXISTING LAND USES AND VIEWS ALONG ALTERNATIVE 2 CORRIDOR

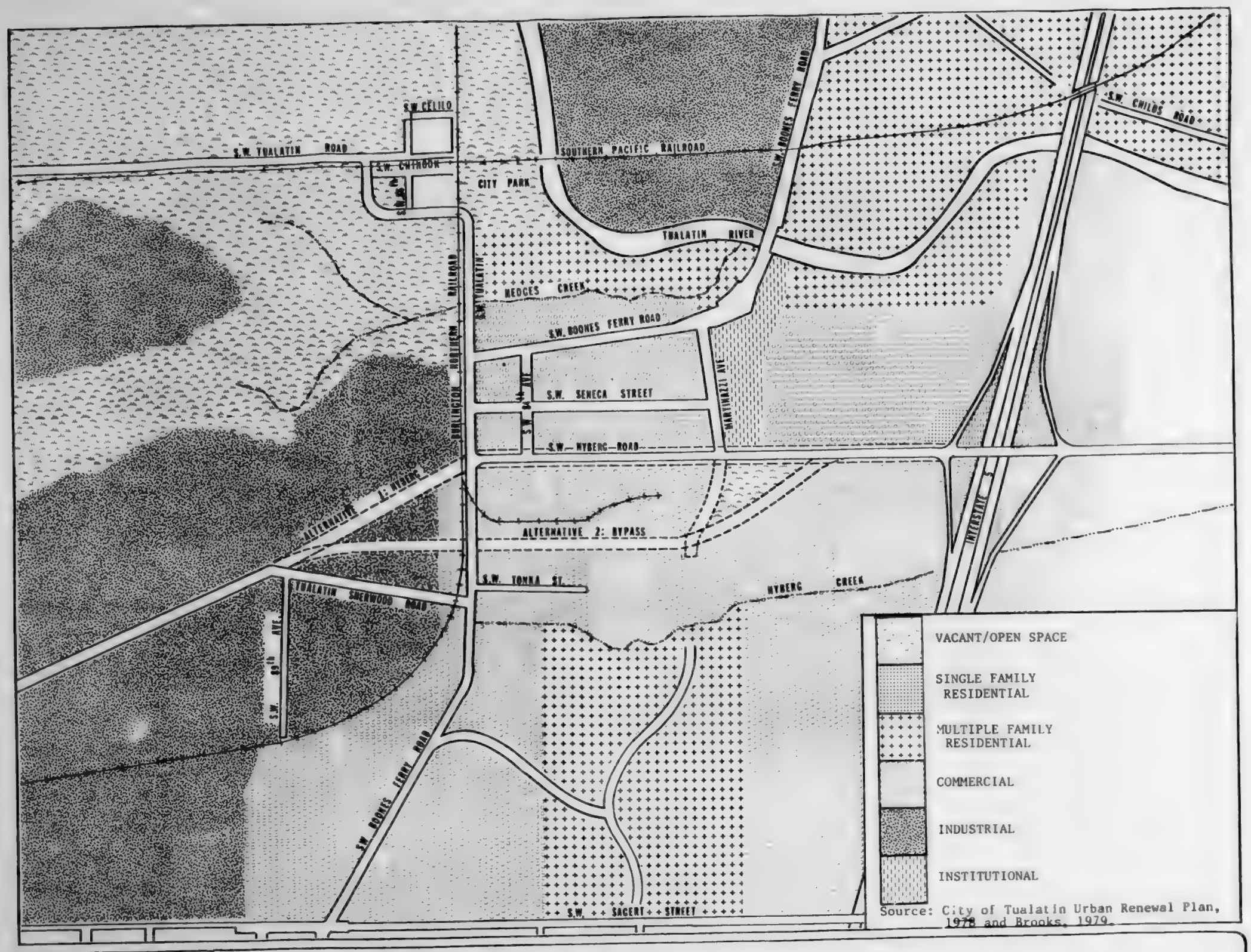


FIGURE 10. PROPOSED LAND USES IN TUALATIN STUDY AREA

proposed in the study area consist of the proposed commercial developments south of Nyberg Road and parallel to the proposed extension of Martinazzi Avenue from Nyberg Road to Sagert Road and the future development on vacant lands west of SW Boones Ferry Road for light industrial uses. The commercial development south of Nyberg Road is already in progress with the proposed Fred Meyer Center (south of Alternative 2) and future commercial uses are expected to follow. In addition, the residential uses on Tonka Street are proposed for commercial use in the future. The specific development plans for the land west of SW Boones Ferry Road are not known at this time and future uses will be affected by the sensitive wetlands area adjacent to Hedges Creek and access provided by the road alternatives being considered.

The City of Tualatin Urban Renewal Plan adopted by the City in 1975 sought a solution for improvements to the downtown area and the central business district (CBD). The plan for action detailed the development opportunities and potential tax increments forthcoming to the City if the proposed improvements were implemented. The primary recommendations were as follows: provide a flood control program to protect the development in the CBD; provide for an historic design district along Boones Ferry Road and Seneca; promote native park and open space acquisitions around the CBD; require full landscaping for industrial areas and highway entry and exit ways; provide a consolidated civic center area; and promote a village center concept in the downtown including improvements such as parking, street furniture, signs, and landscaping. More explicitly, the Urban Renewal Plan stated that the congestion on Nyberg Road should be redirected via a bypass so that the desired village atmosphere can be maintained in the CBD.

State law requires all state agencies which implement projects and programs to take action in accordance with the Land Conservation and Development Commission statewide planning goals. Counties and incorporated cities have the primary responsibility for planning. The Department of Transportation is responsible for coordinating actions with applicable local jurisdiction to insure compatibility with local comprehensive plans. If the project is part of the transportation element of a comprehensive plan that has been acknowledged for compliance by LCDC, then it is considered in conformance with LCDC goals. If the local jurisdiction has an adopted, but unacknowledged plan which addresses the project and there are no appeals contesting the goal conformance of the project then for the present, the project is assumed compatible. In the latter case, ODOT has responsibility for evaluating the project against the statewide goals independent of the comprehensive plan. A finding of potential conflicts, however, does not indicate that the project is not compatible with the goals. The process primarily serves to alert the local jurisdiction that conflicts between goals will ultimately have to be resolved by the county in its comprehensive plan prior to acknowledgment by LCDC. Table 2 summarizes the compatibility of the three project alternatives with the LCDC goals.

TABLE 2. PROJECT COMPLIANCE WITH GOALS OF THE LAND CONSERVATION AND DEVELOPMENT COMMISSION (LCDC)

LCDC GOAL	NO BUILD ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2
1. Citizen Involvement	Consistent	Consistent	Consistent
2. Land Use Planning	Conflict with local plans	Conflict with local plans	Consistent with local plans
3. Agricultural Lands	Consistent	Inconsistent; encroaches six acres of soils	Inconsistent; encroaches three acres of soils
4. Forest Lands	Not applicable	Not applicable	Not applicable
5. Open, Scenic Historic Open	Consistent	Potential conflict; occupies open space; diminishes habitat	Potential conflict; occupies open space; diminishes habitat
Scenic & Historic	Consistent	Consistent	Consistent
6. Air, Water, Land	Potential conflict	Potential conflict	Potential conflict
Air	Consistent	Consistent	Consistent
Water & Land	Consistent, but local flooding will continue	Consistent, but local flooding will continue	Consistent, but local flooding will continue
7. Natural Hazards	Not applicable	Not applicable	Not applicable
8. Recreation	Not applicable	Not applicable	Not applicable
9. Economy	Not applicable	Not applicable	Not applicable
10. Housing	Not applicable	Not applicable	Not applicable
11. Public Facilities	Not applicable	Not applicable	Not applicable
12. Transportation	Potential conflict; does not conform with local plans	Potential conflict; does not conform with local plans	Potential conflict; does not conform with local plans
13. Energy	Potential conflict	Potential conflict	Potential conflict
14. Urbanization	Consistent	Consistent	Consistent
15. Greenway	Not applicable	Not applicable	Not applicable
16. Estuary	Not applicable	Potential conflict; habitat reduction adjacent to wetland	Potential conflict; habitat reduction adjacent to wetland
17. Coastal Shores	Not applicable	Not applicable	Not applicable
18. Beaches, Dunes	Not applicable	Not applicable	Not applicable
19. Ocean Resources	Not applicable	Not applicable	Not applicable

IMPACTS: LAND USE AND POLICIES

NO-BUILD ALTERNATIVE

The No-Build Alternative would not alter existing land uses or zoning. The No-Build Alternative, however, could have a secondary impact on existing land uses in that continued congestion on SW Nyberg Road would impair mobility and convenience of shopping in the area and in turn could lead to a different mix of commercial uses at sometime in the future. The desire of the City to move forward with its urbanization objectives and subsequent rehabilitation of the CBD would be severely hindered by excessive vehicular congestion associated with the No-Build Alternative (see Section 3.2). Growth in Tualatin is already planned and would continue with the No-Build Alternatives.

ALTERNATIVE 1

Existing Land Use in Study Area. The primary impact on existing uses would be the land acquisition on the south side of SW Nyberg Road which would result in the loss of parking spaces and frontage areas of existing uses, primarily the Hervin Company and Clark Lumber Company. (See Traffic Section 3.2 for detailed analysis of parking loss.) The frontage acquisition would not create irregular parcels; however, it would decrease the total size of each property and reduce open areas in front of each use.

Tualatin Community Plans and Future Land Uses. Alternative 1 would not be consistent with the Urban Renewal Plan and the implementation of the Urban Renewal Plan would be difficult, as the concept of the village atmosphere would be altered by the traffic associated with Alternative 1. The commercial growth expected south of SW Nyberg Road will continue with or without Alternative 1. However, the proposed project would stimulate development of the currently vacant industrial-zoned land located directly west of SW Boones Ferry Road. As noted in the Geology Section 3.6, this land is composed of rich agricultural soils. In addition, provision of access to the area and resulting development would have a secondary adverse impact on the surrounding wetlands. This secondary impacted could be mitigated by restricting intense types of industrial use on the property and by requiring that performance standards be met to protect the surrounding area. Since the precise uses for the area are not known, the proposed corridor route may adversely or beneficially affect proposed industrial land uses of the property depending on specific access and site needs of future uses. The provision of the four-lane road through a large vacant area does alter parcel configuration and could impose constraints to site development.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

Existing Land Uses in Study Area. Alternative 2 will not result in any land use alteration on SW Nyberg Road except the removal of the temporary Far West Federal Savings building. This alternative will have a direct impact on the residences on SW Tonka Street in that the open area between the residences and SW Nyberg Road will be traversed with a four-lane roadway, which will abut

rear yards in some cases. The primary impacts on the residential uses relate to noise and visual concerns, both of which are discussed in subsequent sections. It is noted that the residential uses are nonconforming and community plans propose commercial uses on SW Tonka Street in the future. The right-of-way acquisition will not result in the creation of irregularly shaped or sized parcels.

Tualatin Community Plans and Future Land Uses. Alternative 2 is the recommended action in the City's Urban Renewal Plan. Diversion of the traffic off of Nyberg Road is considered a primary object of the Urban Renewal Plan. The proposed construction of a bypass directly south of SW Nyberg Road improves roadway access into the commercially designated land south of the commercial core. The proposed Tualatin Sherwood Bypass traverses agricultural land zoned for industrial use west of SW Boones Ferry and provides access to the area which may have potential adverse impacts on future site utilization and secondary development impacts on the wetlands.

A secondary impact associated with Alternative 2 and the extension of Martinazzi Avenue is that the commercial-zoned land north of Nyberg Creek will be directly subject to strip commercial development. While commercial uses are consistent with the local plans, linear commercial development on either roadway could result in design and aesthetic features that are not consistent with community architectural goals. This impact can be mitigated by proper site planning and design review by the City.

3.2 TRAFFIC AND TRANSPORTATION

This analysis addresses these principal traffic issues: traffic flow and turning movements on SW Nyberg Road; mobility and access to commercial uses; project relationship to other transportation improvements in downtown Tualatin; and emergency vehicle access.

Regional Transportation System. The interstate highways and state routes of the Willamette Valley are the major regional and intercity transportation facilities of the area. These facilities are shown in Figure 1. The most important regional roadways for the City of Tualatin are Interstate 5 (I-5), Interstate 205 (I-205), ORE 99W, and ORE 212 (State Routes).

Interstate 5 is the major north/south highway through the Willamette Valley. It provides the primary interstate connection between the Portland metropolitan area and Washington, southern Oregon, and California. The existing 1977 ADT on I-5 north of the Nyberg Road interchange is 55,900 vehicles. The total two-way volume on the north ramps of this interchange is 11,000 vehicles and 5,600 vehicles on the south ramp, for a ne. gain of 4,400 vehicles through the interchange (Schwab, 1979). ADT volumes in 1977 for I-5, 0-1 mile south of the SW Nyberg Road interchange, was 52,200 vehicles per day. The ultimate capacity of I-5 is approximately 120,000 vehicles per day (Highway Research Board, 1965). The southbound off-ramp of Interstate 5 at SW Nyberg Road previously became congested during the afternoon peak traffic period. The

installation of off-ramp signals in December, 1978 has relieved the backup on I-5 (Schwab, 1979).

Interstate 205 provides a connection between I-5, in the vicinity of Tualatin, and the southeastern gradient of the Portland metropolitan area. Average daily traffic volumes for local segments of this facility range from 21,000 to 30,000 vehicles per day. The ultimate capacity of I-205 of 80,000 per day is far in excess of present usage. When I-205 is complete (to the north), substantial increase in traffic volume is expected with attendant diversion from I-5 through the Nyberg Road interchange area.

ORE 99W runs in a parallel direction to I-5, about three miles west of Tualatin. It is a four-lane divided highway with numerous intersections in the urban areas. Because of these restrictions to traffic flow the ultimate capacity of the facility is limited to approximately 30,000 vehicles per day (Highway Research Board, 1965). This number of vehicles per day has been reached or exceeded at various locations along ORE 99W, particularly during the peak traffic periods. ORE 212 passes through the City of Tualatin along SW Tualatin Road, SW Boones Ferry Road, and SW Nyberg Road. The characteristics of these city streets will be discussed under Local Transportation Setting. This state route provides a corridor between ORE 99W and Interstate 5.

None of these regional roadways have traffic volumes on the weekends that are as high as those carried during the week. ORE 99W is used on the weekend by people making recreational trips to the Oregon coastal area, but it still does not carry traffic volumes on these days as high as those carried during the week (Schwab, 1978).

TRI-MET is the public transportation agency in the region, with service centered around the Portland area. TRI-MET is currently developing plans for improving service through the region by 1990. These improvements include express bus service with exclusive or high vehicle occupancy lanes, park and ride stations, or options including light rail vehicle transit. It is difficult to predict how future transit service will be improved in the Tualatin area, as a short and long-range transit improvement plan has not been developed for the area. Details of local TRI-MET service in Tualatin are described in the local setting analysis.

Local Transportation System. The roadway system of the City of Tualatin provides the primary access to local residential, commercial, and industrial areas in the City. This local roadway system is shown in Figure 2. The most heavily used streets in the City of Tualatin are SW Nyberg Road, SW Boones Ferry Road, SW Tualatin Road, and SW Tualatin Sherwood Road. All of these roadways are located in the study area. Employee and employer questionnaires conducted in the area have revealed that less than half of the traffic entering the study area actually has a destination there (Buttke, 1977). Only about 12 percent of the people working in Tualatin have residences there, and about 21 percent of the residents of Tualatin work in the City (Buttke, 1977). Therefore, during the morning and afternoon commuter hours there are large groups of people entering or leaving the City of Tualatin.

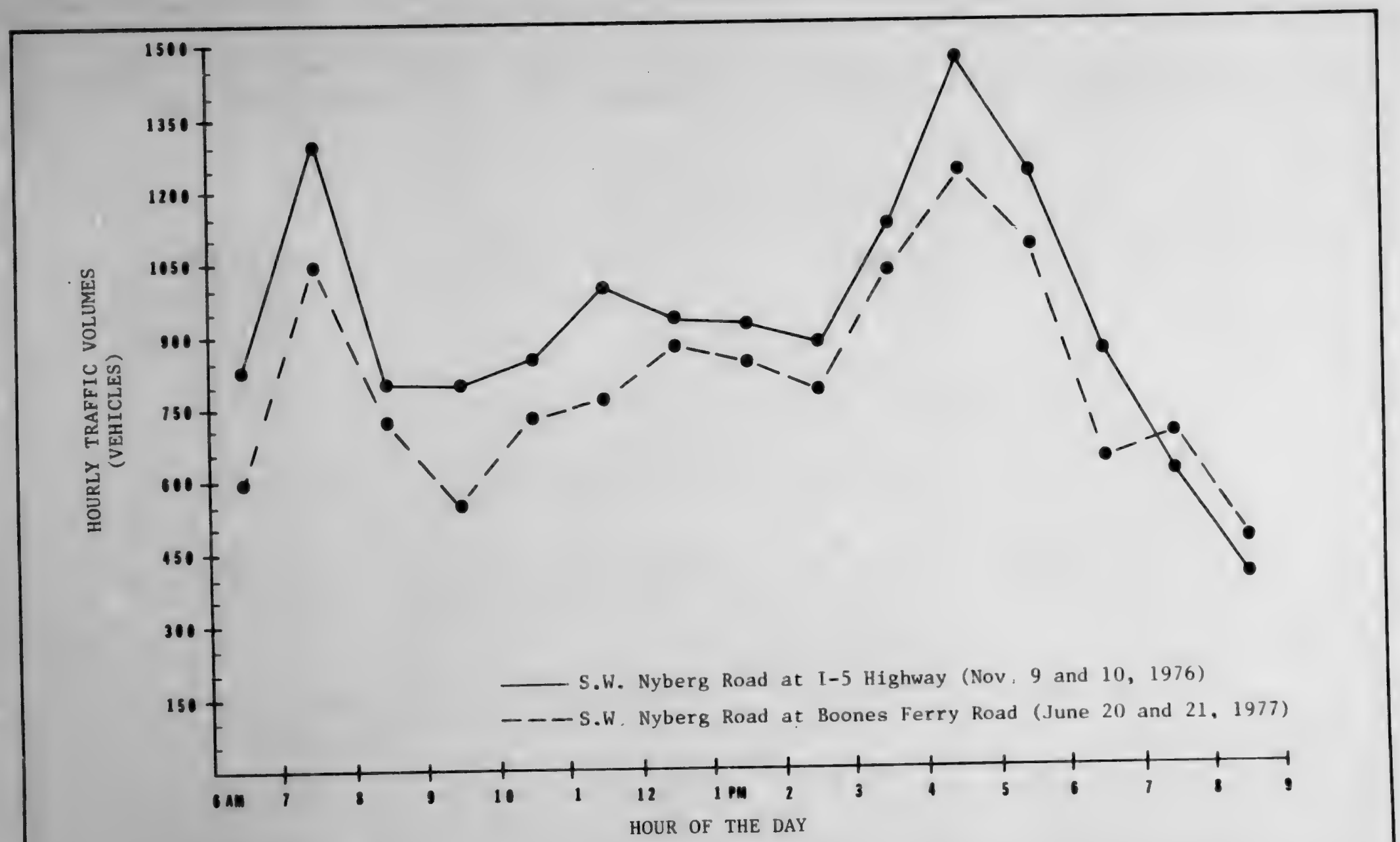
Much of the through traffic in the study area is related to usage of I-5 as a regional facility. The SW Nyberg Road interchange serves the intercity travel needs of people living or working in the cities of Tualatin and Sherwood. This interchange also serves as a transfer point for trips between ORE 99W and I-5, by way of ORE 212 (which is the SW Tualatin Road, SW Boones Ferry Road, and SW Nyberg Road corridor). The City of Tualatin plans to develop its industrial and commercial lands in and around the study area, which will place further demands on SW Nyberg Road during the peak traffic periods.

Figure 11 shows the variation of traffic levels on SW Nyberg Road throughout the day. The peak traffic levels occur between seven and eight a.m. and between four and six p.m. These peak levels are largely the result of commuter trips and further illustrate the effect of through traffic in the study area. As with the regional roadway network, the local street system does not experience the heavy peak-hour traffic volumes on the weekends that occur on the weekdays. Review of recent daily traffic counts for the streets in the study area indicates that daily volumes for Saturday and Sunday are consistently below the weekday levels (Oregon Department of Transportation, November, 1978).

At SW Nyberg Road and I-5, average daily traffic is approximately 11,000 vehicles per day with p.m. peak traffic volumes at 1,000 vehicles per hour. Average daily traffic on SW Nyberg Road from I-5 to SW 84th ranges from 13,700 to 15,900 vehicles at different locations. Average daily traffic on SW Boones Ferry Road is 8,300 vehicles between SW Tualatin Road and SW Nyberg and 14,400 vehicles between SW Nyberg Road and SW Sherwood Road.

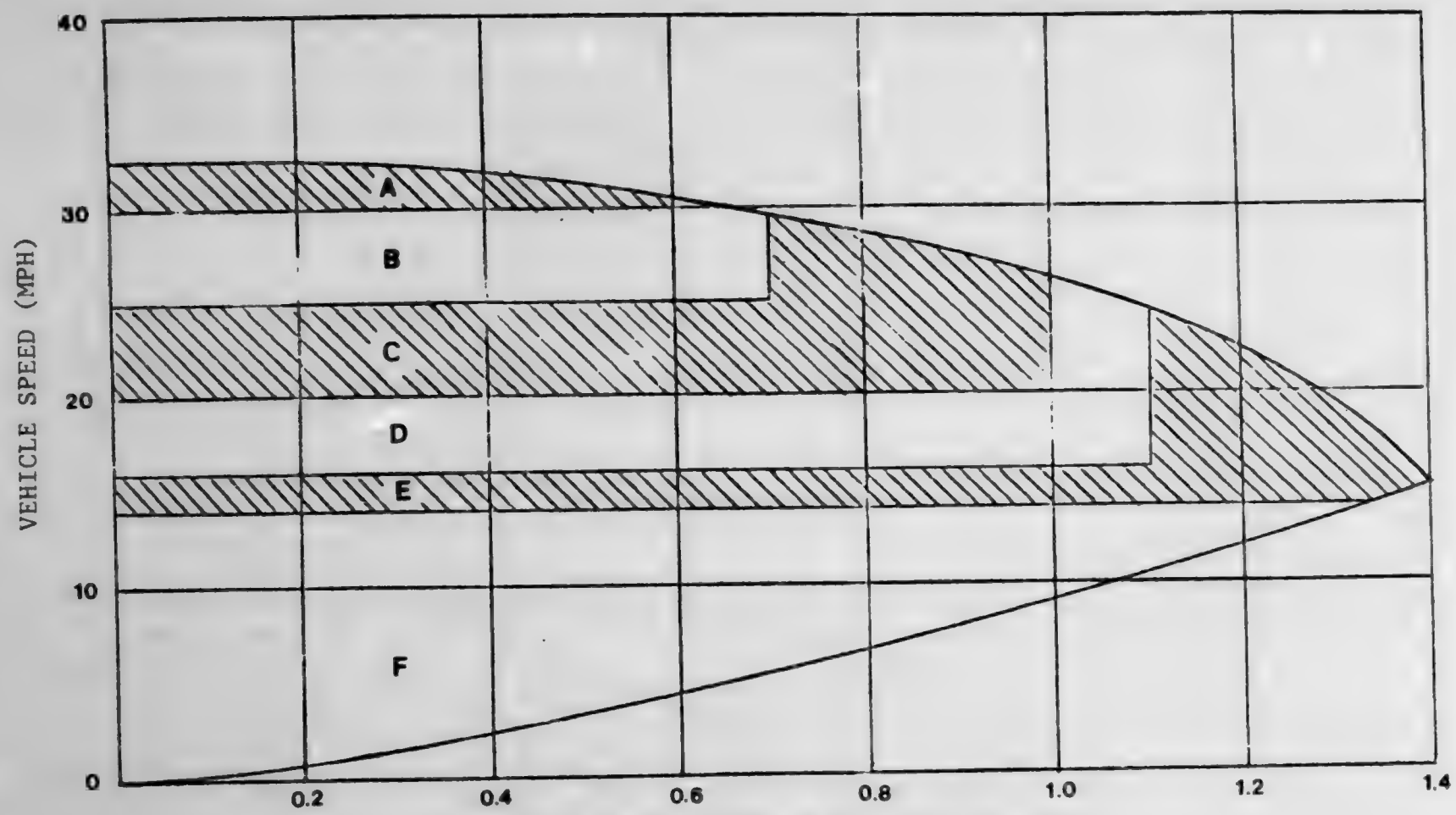
The level of service of a roadway section indicates the degree of congestion caused by the given traffic volume and capacity of the section. The various levels of service, from A to F, represent traffic conditions from no congestion to forced flow traffic conditions. A description of the relationship of level of service to speed and design capacity is illustrated in Figure 12. SW Nyberg Road at the intersections of SW Boones Ferry Road and Martinazzi Avenue, and at the I-5 ramps is presently operating at level of service D (approaching unstable flows) during the peak traffic periods (Schwab, 1978). There are substantial delays during the peak traffic periods at all intersections of SW Nyberg Road. Traffic flow on SW Boones Ferry Road, Martinazzi Avenue, and SW 84th Avenue is also interrupted by the congestion on SW Nyberg Road. With the addition of the new signal systems on SW Nyberg Road at the intersections of SW Boones Ferry Road and Martinazzi Avenue, and at the I-5 ramps, the level of service along SW Nyberg Road during the peak traffic periods should improve to level of service C over the short term (Oregon Department of Transportation, July, 1978).

The accident record on SW Nyberg Road is of concern to the City (Addington, 1978). In the past three years traffic accidents on SW Nyberg Road have tripled from previous years. In 1978, 32 accidents were reported on SW Nyberg Road consisting of 24 personal injury and 8 property damage accidents.



Source: Oregon Department of Transportation, July, 1978

FIGURE 11 HOURLY TRAFFIC VOLUMES ON S.W. NYBERG ROAD



Source: Highway Capacity Manual, Chapter 10.

FIGURE 12 RELATIONSHIP OF SERVICE LEVEL TO TRAFFIC VOLUME, DESIGN CAPACITY AND VEHICLE TRAVEL SPEED ON ARTERIAL HIGHWAYS.

Traffic congestion on SW Nyberg Road also presents a problem for the fire and police departments, both of which have stations in the study area. The Washington County Department of Public Safety has an office at the City Hall on the corner of Martinazzi Avenue and SW Seneca Street. The Tualatin Rural Fire Protection District has a station at the corner of SW 84th Avenue and SW Seneca Street. Both departments have expressed concern over the lack of emergency vehicle access provided by the roadways of the study area during the peak traffic periods (Washburn, Kisor, 1978). The fire department has contemplated moving its station in the study area to another location south of SW Nyberg Road in order to avoid crossing this street to reach the major residential areas of Tualatin. A suitable alternative location for the fire station has not been approved by the City of Tualatin (Brooks, 1978).

By the year 2000 it is estimated that approximately 63,000 vehicles will be driven into the study area each weekday (which is over three times the present volume). Only about 13,500 vehicles, or 21 percent of the year 2000 total, are expected to have destinations there. Therefore, during the next 20 years the amount and proportion of through traffic in the study area are expected to increase continually (Buttke, 1977).

The recently completed Transportation Element of the Tualatin Urban Renewal Plan (Buttke, 1977) outlines the way in which the City of Tualatin expects to handle the projected increases in traffic volumes in the study area. Additions which would affect circulation patterns in the study area include Alternative 2 of the proposed project and connections between SW Nyberg Road and SW Sagert Road and between SW Tualatin Road and SW Tualatin Sherwood Road. The first extension of Martinazzi, south of Nyberg Road, will include that section from Nyberg Road to the Tualatin Sherwood Bypass. This segment is depicted on Figure 4, showing Alternative 2. Future extensions of Martinazzi to SW Sagert Road are proposed in units and will be provided by Tualatin at the time that proposed commercial development occurs in the area.

All of these additions would divert traffic away from SW Nyberg Road and the downtown area of Tualatin. Changes in truck routes are also proposed. The Transportation Element of the Urban Renewal Plan recommends that about 400 off-street parking spaces be added to the area bordered by SW Nyberg Road, SW Boones Ferry Road, and Martinazzi Avenue. In addition, the Public Utility Commissioner of Oregon will require removal of the existing railroad crossing at the Tualatin Sherwood Road and relocation of the crossing at the Tualatin Sherwood Bypass Road at the time of new road construction. A barrier will be placed at the old crossing on the Tualatin Sherwood Road.

Alternative Modes of Transportation. Public transit service is presently provided in the City of Tualatin by TRI-MET. Line Number 37, the Tualatin/Oswego/Northshore Line operates between downtown Portland, Lake Oswego, downtown Tualatin (in the study area) and Meridian Hospital. Service is provided at 30-minute intervals during the morning commuter period, hourly during midday, and at 20-minute intervals during the afternoon commuter period. Line Number 38, the Wilsonville/Mountain Park Line operates between downtown Portland, downtown Tualatin and Wilsonville. Service is provided at hourly

intervals with slightly better service at commuter hours and no service between 10:00 a.m. and 2:30 p.m. A park-and-ride lot has been established in the northwest corner of the K-Mart/Thriftway Shopping Center (which center is situated north of Nyberg Road directly west of I-5). The lot provides commuters with a means of motor vehicle connection to Lines 37 and 38 in the downtown area. Combined bikeways and pedestrian paths are planned for the study area. These paths will be a part of a larger network which will provide intercity as well as local connections. The bikeways are planned to be located within the street right of way as an 8-foot-wide pavement also serving as a sidewalk.

IMPACTS: TRAFFIC AND TRANSPORTATION

NO-BUILD ALTERNATIVE

Regional Transportation Network. The No-Build Alternative would have a primary impact on the region transportation network by limiting traffic flow along ORE 212, between ORE 99W and Interstate 5. Increasing congestion on ORE 212 would result under the No-Build Alternative because of the reduction in level of service along SW Nyberg Road (see Impacts on Local Transportation Systems). A limitation of traffic flow on ORE 212 would have the secondary impact of an increase in traffic along ORE 99W, between ORE 212 and Interstate 5, which is already operating at capacity during the peak traffic periods. The No-Build Alternative could limit traffic flow along ORE 212 during the peak traffic period to a degree sufficient to cause some motorists to use ORE 99W for connection to Interstate 5. 1998 traffic for the No-Build on I-5, north of Nyberg is forecast to be 99,000 ADT. The north ramps to I-5 from Nyberg are forecast at 25,400 vehicles, while the south ramps are forecast to carry 12,800 vehicles. Growth on the north ramps to and from I-5 will be about 2.5 times the present under the No-Build Alternative, and I-5 will increase by 75 percent for the No-Build case. For all alternatives, no significant changes in levels of service are expected to occur at the I-5 Interchange, except in the left-turn lane on eastbound Nyberg Road, where the level of service is presently C-D and would decrease to D-E by 1998. This can be alleviated by restriping and signing Nyberg Road to provide a double left-turn movement and through lane on the overpass. This will provide level of service C-D through 1998 (Schwab, 1979).

Local Transportation System. The No-Build Alternative would have no beneficial impacts on the local transportation system. It would involve no improvements, except those discussed earlier, and traffic conditions in the study area would worsen as growth in Tualatin continued. Local travel patterns would not be altered under the No-Build Alternative, but they would be considerably more difficult with the projected increases in traffic volumes. Congestion at the intersections and midblock driveways of SW Nyberg Road in the study area would make travel through the City of Tualatin extremely difficult during the peak traffic periods. People going to work at these times would spend more time in the study area than is presently necessary. Turning movements into and out of driveways and at unsignalized cross streets along SW Nyberg Road would be very difficult during the peak traffic periods. Impacts

on weekend travel patterns would not be significant because of the lower traffic volumes.

The effect of the No-Build Alternative on the local transportation system is indicated by the projected traffic volumes for 1998 under this alternative, presented in Table 3. The average daily and peak-hour traffic volumes for the streets of the study area are significantly higher than the existing volumes. Level of service analysis indicates that these higher traffic volumes would result in levels of service from D (approachding unstable flows) to F (forced flow) at the intersections along SW Nyberg Road (Oregon Department of Transportation, July 1978). These poor levels of service and the reduced operating speeds indicate that the No-Build Alternative would have a primary impact on local circulation by allowing traffic congestion to increase on the streets of the study area.

Motor vehicle safety would continue to be a growing problem on SW Nyberg Road under the No-Build Alternative. The accident record could be expected to increase at its present rate with the projected higher traffic volumes. Emergency vehicle access in the study area would also be reduced by the increasing congestion of SW Nyberg Road (Washburn, 1978). Exact decrease in response time varies with conditions.

The No-Build Alternative would have a primary impact on the City of Tualatin Urban Renewal Plan. Much of the improvements to the transportation system of the City depend on a solution to the traffic congestion problem of the study area. Not only would the No-Build Alternative hinder plans to improve service for motor vehicles, it would also affect the plans for truck routes and bicycle/pedestrian paths which would pass through the study area.

Alternative Modes of Transportation. The plan of the City to develop a city-wide transit system centered around the downtown area would be impacted under this alternative. Bus operation would be constrained by the congested streets of the study area. Pedestrian and bicycle safety in the study area would also be impacted under the No-Build Alternative. The traffic congestion on the major streets of the study area would tend to decrease driver awareness of pedestrians and bicyclists. The lack of improvements to the pedestrian/bicycle paths in the study area would severely limit the mobility and safety features of this alternative.

ALTERNATIVE I

Regional Transportation Network. Alternative I would have a beneficial impact on the regional transportation network by improving traffic flow along ORE 212, between ORE 99W and Interstate 5. An improvement in the traffic service characteristics of ORE 212 would result under Alternative I because of the reduction in congestion achieved along SW Nyberg Road.

An improvement in traffic service along ORE 212 could have a secondary beneficial impact on traffic patterns on ORE 99W, between ORE 212 and Interstate 5. In 1998 under Alternatives I and 2, I-5 north of Nyberg is projected at

TABLE 3. 1998 TRAFFIC VOLUMES ON THE LOCAL STREETS IN THE TUALATIN STUDY AREA: COMPARATIVE ANALYSIS OF ALTERNATIVES

ROADWAY • Segment	NO BUILD ALTERNATIVE Average Daily/P.M. Peak Hour Traffic (Vehicles Per Day)	ALTERNATIVE 1 Average Daily/P.M. Peak Hour Traffic (Vehicles Per Day)	ALTERNATIVE 2 Average Daily/P.M. Peak Hour Traffic (Vehicles Per Day)
S.W. Nyberg Road			
• East of I-5	20,000/1,700	20,000/1,700	20,000/1,700
• At I-5 Interchange	23,700/1970	27,000/2180	27,000/2180
• I-5 to Martinazzi Avenue	27,300/2,240	34,000/2,650	5,500/400
• Martinazzi Avenue to S.W. 84th Avenue	27,800/2,300	34,600/2,860	8,600/900
S.W. Boones Ferry Road			
• S.W. Tualatin Road to S.W. Nyberg Road	10,500/890	8,000/680	6,000/510
• S.W. Nyberg Road to S.W. Tualatin Sherwood Road	27,000/2,030	10,300/880	no data
• S.W. Tualatin Sherwood Road to S.W. Sagert Road	10,500/870	12,000/1,020	12,000/1,020
• S.W. Boones Ferry Road to Martinazzi Avenue	12,500/1,070	10,000/860	8,000/690
• Martinazzi Avenue to S.W. Lower Boones Ferry	21,500/1,820	21,500/1,820	21,500/1,820
Tualatin Sherwood Bypass			
• S.W. Nyberg Road to Martinazzi Avenue	Not Applicable	Not Applicable	30,500/2,330
• Martinazzi Avenue to S.W. Boones Ferry Road	Not Applicable	Not Applicable	28,000/2,130

Source: Oregon Department of Transportation, 1978

104,000 ADT with the north ramps at Nyberg carrying 30,400 vehicles and the south ramps 14,400 ADT. Growth on the north ramps to and from I-5 will be nearly three times for both Build Alternatives, and I-5 will increase by 85 percent for Alternatives 1 and 2. Level of service impact would be as described for the No-Build Alternative.

Local Transportation System. Alternative 1 would not include any new local roadways. It would provide only for the extension and realignment of the existing SW Nyberg Road.

Local traffic patterns would not be altered under Alternative 1, except for the segment of SW Boones Ferry Road, between SW Nyberg Road at SW Tualatin Sherwood Road. Although much of the existing traffic congestion along SW Nyberg Road would be reduced under this alternative, the basic traffic patterns would be unchanged. Commuters would travel through the study area more easily during the peak traffic periods, but turning movements at intersections and from midblock driveways across the median areas would still be difficult along SW Nyberg Road. Again the impacts of this alternative on weekend travel patterns would not be significant because of the reduced traffic volumes. No temporary alteration of travel patterns in the study area would be necessary under Alternative 1 resulting from construction activities on the south side of SW Nyberg Road. These activities might cause some minor interruptions in traffic flow along this street, however.

The effect of Alternative 1 on the local transportation system is indicated by the projected traffic volumes for 1998 under this alternative, presented in Table 3. As with the No-Build Alternative, the traffic volumes indicated are significantly higher than the existing volumes. The segment of SW Boones Ferry Road between SW Nyberg Road and SW Tualatin Sherwood Road is the only roadway segment in the study area with a reduction in traffic volumes from the existing volumes. This is a result of the new roadway segment of Alternative 1 that would be provided between SW Nyberg Road and SW Tualatin Sherwood Road.

The level of service analysis of Alternative 1 indicates the beneficial impact of a significant improvement in traffic flow over the No-Build Alternative. SW Nyberg Road would carry the 1998 traffic volumes at levels of service C (stable flow) to D (approaching unstable flow) at the intersections during the peak traffic periods (Oregon Department of Transportation, July, 1978). This indicates that considerably less congestion would be created under Alternative 1 in the study area during the peak traffic periods than under the No-Build Alternative. Traffic flow in the study area would be very similar to the conditions expected for the area when the traffic control signals are installed along SW Nyberg Road. There would be adequate traffic service throughout the day with temporary delays at the major intersections, such as SW Nyberg Road and SW Boones Ferry Road, during the peak traffic periods.

Alternative 1 would have a primary impact on motor vehicle safety in the study area. Motor vehicle safety could be expected to continue to be a problem on SW Nyberg Road under Alternative 1, even with the improvement to traffic flow

over the No-Build Alternative. Left-hand turns from adjacent commercial and industrial uses onto SW Nyberg Road would be permitted under Alternative 1 across the painted median area. Although there would be less congestion on the streets of the downtown area during the peak traffic periods, the numerous turning movements related to the adjacent commercial and industrial uses and the higher traffic volumes would continue to increase the number of accidents related to traffic on SW Nyberg Road. Emergency vehicle access would continue to be restricted in the study area because of the heavy traffic volumes on SW Nyberg Road (Washburn, 1978).

Alternative 1 would have a beneficial impact on the plans for improvements to the local transportation system called for in the City of Tualatin Urban Renewal Plan. Traffic flow would be facilitated in the downtown area, which would increase the effectiveness of the planned truck routes and bicycle/pedestrian paths in the study area. The alignment of the bicycle/pedestrian paths called for in the Urban Renewal Plan would have to be altered under Alternative 1 to follow SW Nyberg Road.

Alternative 1 would have an adverse impact on the recommendation of the Urban Renewal Plan for 400 additional parking spaces in the downtown area. The new right of way required for the additional lanes on SW Nyberg Road would eliminate all on-street parking on SW Nyberg Road. Approximately 110 spaces would come from the commercial and industrial parking lots on the south side of this roadway. This would increase the number of spaces needed in the downtown area.

Alternative Modes of Transportation. A new citywide transit system centered around the downtown area would be possible under this alternative, with the improvement to traffic flow in this area. However, the transit buses would find operations difficult in the downtown area with the heavy traffic volumes anticipated on SW Nyberg Road under Alternative 1. Pedestrian and bicycle safety would be improved under Alternative 1, with the provision of an additional sidewalk area on the south side of SW Nyberg Road.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

Regional Transportation Network. In terms of regional impacts, Alternative 2 is very similar to Alternative 1. Traffic flow on ORE 212 will be improved between ORE 99W and Interstate 5 to the same degree under either of the Build Alternatives. Both Build Alternatives have the same beneficial effect on the through traffic flow characteristics of SW Nyberg Road.

As with Alternative 1, the improvement of traffic service along ORE 212 could have a secondary beneficial impact on traffic patterns on ORE 99W. The improvements to traffic service along ORE 212 could divert some traffic off ORE 99W and onto Interstate 5. In 1998 under Alternatives 1 and 2, I-5 north of Nyberg is projected at 104,000 ADT with the north ramps at Nyberg carrying 30,400 vehicles and the south ramps 14,400 ADT. Growth on the north ramps to and from I-5 will be nearly three times for both Build Alternatives, and

I-5 will increase by 85 percent for Alternatives 1 and 2. Levels of service impact will be as described for the No-Build.

Location Transportation System. Alternative 2 would result in a major change in the local transportation system by the addition of another east/west roadway in Tualatin which would serve as a bypass for through traffic. SW Nyberg Road will not be altered by Alternative 2.

Local travel patterns will significantly be altered from present patterns. The Tualatin Sherwood Bypass will divert the majority of traffic, which would otherwise utilize SW Nyberg Road, onto this newly constructed arterial. Through traffic movements during the peak hours will be much easier than the existing conditions. Much of the existing conflicts between through traffic and motorists making turning movements will be eliminated by Alternative 2 because of the diversion of traffic away from SW Nyberg Road. Again the impacts of this alternative on weekend travel patterns will not be significant because of the reduced traffic volumes. The construction activities of Alternative 2 will not cause changes in the travel patterns in the study area, with most of these activities occurring off SW Nyberg Road. Alternative 2 access will be controlled.

The effect of Alternative 2 on the local transportation system is indicated by the projected traffic volumes for 1998 under this alternative, presented in Table 3. Unlike the No-Build Alternative or Alternative 1, there is not a general increase in traffic volumes on the streets of the study area. SW Nyberg Road and SW Boones Ferry Road show significant reductions in traffic volumes from the existing volumes on these roadways since the new bypass would absorb the increased traffic.

The level of service analysis indicates a considerable improvement in traffic flow over the No-Build Alternative. The Tualatin Sherwood Bypass will carry the 1998 traffic volumes at levels of service C (stable flow) or D (approaching unstable flow) at the intersections during the peak traffic periods. SW Nyberg Road will be operating at level of service C (stable flow) during the peak traffic periods, which is an improvement on the traffic service expected for Alternative 1 (Oregon Department of Transportation, July, 1978). Traffic flow in the study area will be very similar to the conditions expected for the area when the traffic control signals are installed along SW Nyberg Road. There will be adequate traffic service throughout the day with temporary delays at the major intersections, such as the Tualatin Sherwood Bypass and SW Boones Ferry Road, during the peak traffic periods.

Alternative 2 will have a beneficial impact on safety relative to other alternatives, since safety will improve in the short term on SW Nyberg Road with the diversion of traffic to the Tualatin Sherwood Bypass. The conflict between through traffic and turning movements on this roadway will be reduced under this alternative; however, the long-term accident rate is expected to rise, once traffic volumes and attendant future congestion overtake the short-term alleviation.

Emergency vehicle access will be improved by Alternative 2. The fire and police departments would be able to travel through the study area much more rapidly than would be possible under the other alternatives. The eastward movement of fire trucks from their station in the study area to residential areas east of Interstate 5 will necessitate a left-hand turn at the Martinazzi Avenue, Tualatin Sherwood Bypass intersection. At this location emergency vehicles may use the following turn movements: southbound on Martinazzi in left-turn lane to eastbound on the bypass left lane, providing a 55-foot turn radius; southbound on Martinazzi in left (inside) lane to eastbound on the bypass left (inside) lane, providing a 60+ foot radius; southbound on Martinazzi in right (outside) lane to eastbound on the bypass right (outside) lane, providing 70+ foot radius. The minimum turn radius required for emergency vehicles (fire equipment) is a 50-foot radius; therefore, the turning radius at this intersection is adequate. Interconnected signals with preemption controls are designed for this project and should be a considerable improvement over existing circumstances (Kleinschmit, Schwab, 1979).

Alternative 2 will have a beneficial impact on the plans for improvements to the local transportation system called for in the City of Tualatin Urban Renewal Plan. The Tualatin Sherwood Bypass is one of the new roadways recommended as a part of the roadway improvement plan. Traffic flow would be improved in the downtown area, which would increase the effectiveness of the planned truck routes and bicycle/pedestrian paths of the study area.

Alternative Modes of Transportation. A new citywide transit system planned around the downtown area will be possible under this alternative, with the improvement to traffic flow in the area. However, as with the fire trucks attempting to reach I-5 from the study area, the local buses will have a difficult time making a left-hand turn at the intersection of Martinazzi Avenue and the Tualatin Sherwood Bypass. Pedestrian and bicycle safety will be improved under Alternative 2 by the additional paths provided along the Tualatin Sherwood Bypass. These new paths will connect with others planned for the study area to provide continuous routes through the study area for pedestrians and bicyclists.

3.3 SOCIOECONOMICS

The main socioeconomic issues identified and addressed in this analysis include impact on demographic patterns in Tualatin, impact on the business community, and project construction and acquisition costs. The project involves no residential relocation and only one commercial relocation.

EXISTING SETTING

Demographic Profile. The proposed roadway project alternatives traverse the City of Tualatin, a rapidly growing community of 3,610 people located within the Portland metropolitan area of Washington County. The City of Tualatin is receiving a wave of middle income families at the rate of 7.8 percent per year who are primarily purchasing single family residences, although a trend toward

multiple family units is observable. None of the present alternatives will have an impact on minority groups or minority businesses.

Population growth in the City of Tualatin between 1960 and 1975 was 50.2 percent. The expected growth rate to the year 2000 ranges from a maximum of 29,000 persons to a minimum of 22,000 persons. The 1970 median income for Tualatin was approximately $10,366 (U.S. Bureau of Census, 1970). The 1978 median income in Tualatin is approximately $17,200 (HUD, 1979).

Business Profile. At present, the City's CBD is characterized by its main street, Nyberg Road, which is an emerging central business district. This area remains both the civic focal point and employment center for the City of Tualatin. Trends in the Tualatin employment base depend to a large extent on the overall growth of the Portland metropolitan area. At present, the regional economy has been growing in the service, technical, professional, and manufacturing areas. Today Tualatin has a larger than average amount of land in industrial development and industrial zones than similarly sized Portland area suburbs. The City of Tualatin has 41 industrial firms which employ approximately 1,165 persons. The second largest employer is the Hervin Company which is located on Nyberg Road. As a result, it is projected that by the year 2000, there will be approximately 7,210 industrial employees in Tualatin (Community Development Code, 1977). Tualatin by the year 2000 shows an 84 percent increase in employment over a 25-year period, or an average increase of 3.36 percent per year.

Development of the CBD with mixed usage has been recommended in the Tualatin Urban Renewal Plan. Building new housing in the CBD would offer additional support for expanded commercial services. Presently, three private developments are expected to occur within or immediately adjacent to the Urban Renewal Area within the next several years. These are: the vacant industrial area west of SW Boones Ferry Road; Fred Meyer Shopping Center near the intersection of Nyberg Road and I-5; and Planned Unit Development directly south of the Urban Renewal Area. The construction of these three projects will utilize the remaining tracts of vacant land within or immediately adjacent to the Urban Renewal Area.

Tualatin Municipal Finance Profile. The estimated urban renewal incremental revenue available to the City of Tualatin is expected to double by 1980 and triple by 1983 based on assessments and new construction. The City intends to encourage construction within the commercial core area of Nyberg Road and will need a growing assessment base from which to accomplish an overall upgrading of infrastructure services to its residents.

Acquisition and Relocation. The Oregon State Highway Division has established standard policies for acquiring property needed for rights of way and for providing relocation assistance to displaced persons.

Project Costs and Funding. Table 4 presents a comparison of the proposed project costs. The funding for the project is available based on the following distribution: 86 percent federal, 7 percent state, 3-1/2 percent county, and 3-1/2 percent city.

TABLE 4. ESTIMATES OF TOTAL COSTS OF PROJECT ALTERNATIVES

	ALTERNATIVE 1	ALTERNATIVE 2
Right of Way Fiscal Year 1980	$ 480,000	$ 150,000[a]
Construction, Engineering, Miscellaneous	615,000	1,112,000
Utilities and Railroad Gates	93,000	103,000
TOTAL	$1,188,000	$1,365,000

[a]Assumes the dedication of approximately $900,000 of right of way. Without dedication total is $2,265,000. All costs are estimated.
Source: ODOT, October 4, 1978.

Public Facilities. The City of Tualatin provides a number of urban services through a variety of ways. Many public services are fulfilled by a regional agency, like sewer and water while other services are contracted, such as police and fire. The City of Tualatin is served by the Tualatin Rural Fire Protection District operating from one centrally located facility at the intersection of SW 84th Avenue and Seneca Avenue. The City of Tualatin contracts with the Washington County Sheriff's Department for police protection. Parks and schools in the community are adequate with the major city park and the schools of the Tualatin Unified School District and Tigard Unified School District.

Utilities. The study area is adequately served with electricity, gas, telephones, water supply, and sewage facilities. The Burlington Northern Railroad passes north south through the study area and there is also a railroad spur behind the Hervin Company.

IMPACTS: SOCIOECONOMICS

NO-BUILD ALTERNATIVE

Demographic Profile. Demographic patterns measured by the change in growth would not be expected to be affected by the No-Build Alternative. The No-Build Alternative is not expected to affect the demographic location patterns in the community, although demographic patterns could be indirectly affected by a limited carrying capacity of the transportation system. No

significant or adverse impacts have been identified regarding community identity.

Business Profile. The most significant impact is on sales generated by leisurely shopping patterns in the Tualatin CBD. Because of roadway congestion and the lack of off-street parking, resident and shopper mobility in the central business district would be restricted and a slight negative impact on business could be expected, particularly during peak traffic periods. Convenience shopping and impulse buying would be affected and would decrease slightly because of increased traffic.

Tualatin Municipal Finance Profile. No direct fiscal impact would result from this alternative. However, the potential for additional revenues might be lost because of the inability of the City to upgrade Nyberg Road and fully implement the Urban Renewal Plan.

Public Services. The primary impact of not reducing congestion in the City's commercial core would be a slower response time of emergency vehicles to the outlying residential neighborhoods (see Section 3.2). The No-Build Alternative will not adversely impact schools or parks.

Public Utilities. The No-Build Alternative would not impact existing utilities.

ALTERNATIVE I

Demographic Profile. Changes in demographic patterns induced by this alternative would be insignificant since 45 percent of the land zoned residential would remain undeveloped. No change in community identity is expected.

Business Profile. The lack of adequate off-street parking (removal of 110 spaces) lost in Alternative I would have an adverse impact on sales in the Tualatin central business district. The improved roadway capacity through the Tualatin commercial core does not necessarily guarantee an increase in gross sales for the existing businesses. On the contrary, it might increase the leakage of sales into the surrounding shopping centers as congestion would still exist on Nyberg Road. Short-term adverse impacts during the construction period would occur because of loss of all on-street parking. Consequently, the retail and commercial businesses along SW Nyberg Road would, because of accessibility problems by both automotive and pedestrian travel, suffer a minor loss of trade.

Tualatin Municipal Finance Profile. Fiscal impact on local government is primarily dependent on the exchange of right of way from the taxable private sector to the nontaxable public sector.

Acquisition and Relocation. Alternative I would involve no residential, commercial, or industrial relocation. The amount of right-of-way acquisitions would be approximately 4.5 acres (ODOT, 1978). No right-of-way acquisition would occur on the north side of Nyberg Road. Front portions of

existing uses would be acquired on the south side of Nyberg Road. This would be an adverse impact to those uses, particularly the Hervin Company and the Clark Lumber Company. The primary impact would be loss of parking and landscaping (see Traffic). The takings, however, would not result in the creation of any unusable or irregularly shaped parcels. The major acquisition would occur on the vacant acreage west of SW Boones Ferry Road. The road would bisect a large parcel zoned for industrial use, the impacts for which are discussed in Land Use, Section 3.1.

FHWA right-of-way acquisition and appraisal procedures would be followed. The estimated total acquisition cost is approximately $480,000 (ODOT, 1978). Loss of property tax revenues to the City of Tualatin will be approximately $636 and loss of total revenues including city, county, and special districts losses, would be approximately $10,233.

Public Service. During construction, the inability to maneuver the equipment in an emergency could result in an adverse impact by lengthening the time of response to a community emergency. A long-term benefit that results from this alternative would be improved roadway access into the City's residential areas during emergency situations, compared to No-Build.

Utilities. The project would involve relocation of one electrical aerial distribution line on the south side of SW Nyberg Road, and the two gas lines crossing at Boones Ferry Road and Nyberg Road might require adjustment. The cost of this adjustment would be borne by the utility. (ODOT, Utility Report Memorandum, 1978.) The aerial telephone cables in joint use with Portland General Electric on the south side of Nyberg Road, would be required to relocate. These costs would be borne by the utility company (ODOT, Utility Report Memorandum, 1978). No adverse impacts to water supply or sewage service would occur. No railroad or spur relocation would occur.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

Demographic Profile. Alternative 2 will not directly alter demographic patterns in Tualatin. Changes in access and capacity may indirectly affect demographic patterns in the long term. The small residential community along SW Tonka Street, although not directly affected by the proposed alternative, will be subject to increased property values and taxes due to improved commercial access. Community identity will be improved to the extent that Alternative 2 will allow implementation of the Urban Renewal Plan.

The result of this proposed bypass will be beneficial to the commercial core of Tualatin. Traffic congestion would be alleviated, permitting the implementation of the Urban Renewal Plan with its emphasis on personal service shopping. The auto-oriented commercial uses on SW Nyberg Road, particularly in the fast food restaurants and service stations, will not be significantly adversely impacted by the reduction in traffic volumes. Local traffic will still utilize SW Nyberg Road and SW Boones Ferry Road, and overall projected growth in Tualatin would be expected to sustain these uses. At some point, future commercial uses on Martinazzi Avenue may take some business away from

Nyberg Road, but these changes are planned independently of this project. The extension of new roadways into the vacant industrially zoned lands would promote development of the land.

Tualatin Municipal Finance Profile. Fiscal impact on local government is primarily dependent on the exchange of right of way from the taxable private sector to the nontaxable public sector.

Acquisition and Relocation. Alternative 2 will involve one commercial relocation, and no residential or industrial relocation. The Far West Federal Savings building, which is a temporary building, will be removed. This potential relocation was anticipated prior to the building being established there, and it is expected that the facility will operate at another location in Tualatin. The amount of right-of-way acquisition for Alternative 2 is approximately seven acres (ODOT, 1978). The takings generally would not result in the creation of any unusable or irregularly shaped parcels.

FHWA right-of-way acquisition and appraisal procedures will be followed. The estimated total acquisition cost would be approximately $150,000 (ODOT, 1978), as shown in Table 4. This acquisition cost is lower than Alternative 1 because a substantial portion of right of way valued at about $900,000 is proposed to be voluntarily dedicated by the adjacent property owners. Loss of property tax revenues due to removal of the property from the tax rolls to the City of Tualatin will be approximately $1190/yearly and loss of total revenues including city, county, and special district losses will be approximately $19,219/yearly. Increases in property values will offset the loss in the long term.

Public Services. The proposed bypass alternative results in improved roadway access from present fire station location to all residents. The turning radius at Martinazzi Avenue is sufficient. (See Section 3.2.)

Utilities. Alternative 2 would not have an adverse impact on any utilities. The sewage treatment lagoons in the corridor have already been removed.

3.4 AIR QUALITY

Meteorologic aspect: hat relate to air quality are summarized below. Existing and future air quality is evaluated on the basis of (1) on-site weather and air monitoring performed by Earth Metrics Incorporated (1978) through the months of September, October, and November, and (2) results of an air quality model calibrated to monitor data and input with worst case projected traffic and meteorologic assumptions for 1981, the year of anticipated worst air quality. Predicted air pollutant levels are discussed with respect to state and federal air quality regulation and plans.

EXISTING SETTING

General Meteorologic Conditions. The climate of Tualatin is dominated by marine air from the Pacific Ocean, moderated by the intervening topography of

the Coast Range. Located in a valley bordered on the west by the Coast Range and on the east by the Cascade Range, Tualatin is generally protected from direct continental air flow. However, continental air masses reaching Tualatin through the Columbia Gorge produce climate extremes in summer and winter.

Average summer temperatures are generally below 80° Fahrenheit (°F). Winter temperatures average in the lower 40's °F. Approximately 75 percent of the average yearly rainfall of approximately 42 inches occurs in the six-month period November through April, with the greatest amount of rainfall typically occurring from December through February. Prevailing winds during most of the year are from the west to northwest in the Tualatin area, averaging approximately 2.7 meters per second (m/s). Calm periods and variable wind directions occur more frequently in winter than summer, with easterly or southerly directional components often occurring in winter.

Frequent temperature inversions and low wind speeds in the study area (less than one meter per second (m/s) during some winter days), cause reduced ventilation and accumulation of air pollutants. The winter months of November through February generally experience the worst air pollutant dispersal conditions. The meteorologic and air quality data taken during this period in 1978 are assumed to be representative of these worst case conditions.

Existing Air Quality. No long-term air quality data are presently available for the Tualatin Study area. Vehicular traffic is the principal source of air pollution in the project site. The chief pollutants emitted from motor vehicle exhaust are carbon monoxide, hydrocarbons, and nitrogen oxides. Pollutant emissions of particulates and lead also result from both tire wear and exhaust.

Table 5 provides a summary of existing ambient levels of air pollutants as measured during the 1978 monitoring period and as estimated by use of the pollutant dispersal model. The first column of Table 5 identifies DEQ and EPA air quality standards that relate to the existing levels in the study area.

Air Quality Plans and Regulations. Pursuant to the requirements of the federal Clean Air Act, each state is required to provide for statewide attainment and maintenance of the primary National Ambient Air Quality Standards (NAAQS). Additionally, the Clean Air Act empowers states to develop their own air quality standards, which may be more restrictive than the NAAQS. The State of Oregon has promulgated ambient air quality standards for vehicle-related pollutants that are equal to or more restrictive than the NAAQS, with the exception of the federal standard for lead. Accordingly, the DEQ standards represent the most restrictive air quality criteria applicable to the project.

Long-term air quality planning for continued maintenance of air quality within the state is afforded by the Clean Air Act requirement that each state prepare and commit to a Clean Air Act State Implementation Plan (SIP). A revised SIP will be submitted by the state to EPA in mid 1979, and will contain plans for

TABLE 5. SUMMARY OF PREDICTED AMBIENT AIR POLLUTANT LEVELS, S.W. 89th AVENUE-INTERSTATE 5

POLLUTANT	APPLICABLE STANDARD[a]	EXISTING CONDITIONS 1978[b] AVERAGE	EXISTING CONDITIONS 1978[b] MAXIMUM	NO BUILD 1981[c] AVERAGE	NO BUILD 1981[c] MAXIMUM	ALTERNATIVE 1 1981[c] AVERAGE	ALTERNATIVE 1 1981[c] MAXIMUM	ALTERNATIVE 2 1981[c] AVERAGE	ALTERNATIVE 2 1981[c] MAXIMUM
Carbon Monoxide (ppm)	35 (one hour) 8 7 (eight hour average)	6.5	17.5	5.0	f	4.5	f	4.0	f
Total Suspended Particulate ($\mu g/m^3$)	150 (24 hour ave; once/mo) 100 (24 hour ave; 15%/mo)	130	263	50	d	50	d	10	d
Lead ($\mu g/m^3$)	1.5 (30 day ave)	1.0	2.9	.95	f	1.9	f	.45	f
Reactive Hydrocarbons ($\mu g/m^3$)	160 (6 to 9 a.m.)		d		d		d		d
Nitrogen Dioxide ($\mu g/m^3$)	100 (annual mean)		e		e		e		e
Oxidants (ppm)	0.08 (one hour)		g		g		g		g

a Other, less stringent standards are given in the Technical Report.

b Monitoring data, September-November, 1978; 15 minute CO samples, 24 hour TSP and Pb samples.

c Evaluated at site 8 (refer to Technical Report).

d Area expected to intermittently exceed applicable standard in the absence of control measures.

e Area expected to approach but not exceed applicable standard.

f Area not expected to exceed applicable standard.

g No data for estimate; however study area is within designated nonattainment area for oxidant.

individual air basins within the state, with the overall objective of statewide compliance with the NAAQS by 1982 (an extension to 1987 may be granted by EPA for oxidant and CO). The entire greater Portland area, including Tualatin, is presently a designated Metropolitan Special Air Quality Maintenance Area for oxidant, a photochemical pollutant of regional origin.

The Department of Environmental Quality has determined that the SW 89th Avenue-Interstate 5 Bypass project will be consistant with the State Implementation Plan. An indirect source permit has also been issued by DEQ for this project.

The Columbia Regional Association of Governments (CRAG) (now MSD) is developing measures for control of oxidant precursor pollutants (principally hydrocarbons and oxides of nitrogen) within the Portland Metropolitan Special Air Quality Management Area for ultimate inclusion to the revised SIP. Additionally, DEQ is developing control measures for total suspended particulate within the airshed, although the applicability of these measures to the project cannot yet be determined.

Relationship of Ambient Pollutant Levels to Applicable Standards. Night inversion conditions were found to produce elevated background levels of carbon monoxide (CO) from residual CO emitted during the evening peak hour of traffic. The highest such nighttime peak was 7.2 ppm, occurring between the hours of 7:00 p.m. and 9:00 p.m. on November 14, 1978. In this short-term monitoring study, background levels of CO were observed to increase from midday until they reached a plateau in late evening (7:00 p.m. to 2:00 p.m.). The effect of residual CO, coupled with nighttime inversions and low wind speeds, is to shift the period of expected worst eight-hour CO levels to approximately 4:00 p.m. through 12:00 midnight. During this period, a worst case background level of 6.0 ppm may be assumed. Also, during this period, the immediate contribution of traffic to measured CO levels occurs primarily in the hours between 4:00 p.m. and 6:00 p.m. The net effect of residual CO and local traffic is the potential for intermittent excesses of the CO eight-hour standard within 100 feet of Nyberg Road. However, the residual CO levels cannot be projected quantitatively based upon the existing data and modeling capabilities.

Total suspended particulate (TSP) in the study area originates from fugitive dust emissions from roads and construction areas. Many of the 24-hour air samples collected indicated exceedance of both 24-hour TSP standards. The data are insufficient to evaluate with respect to the annual geometric mean TSP standard.

Lead exists in particulate form and is attributable entirely to automotive exhaust. Analysis of collected particulate samples demonstrated high lead content associated with reentrained fugitive dust. However, the federal monthly average standard is probably not exceeded in the study area.

Reactive hydrocarbons (RHC), oxides of nitrogen (NO_x) and photochemical oxidant are all pollutants of concern to regional air quality (the study area

is within a nonattainment area for oxidant). Gross modeling results indicate that the 6:00 to 9:00 a.m. standard for RHC is probably exceeded at present in roadway vicinities. NO_x levels are also considered to be elevated, although the one-hour standard for nitrogen dioxide (NO_2) is probably not exceeded.

Determination of Year of Maximum Air Quality Impact. The year of maximum air quality impact is defined as the year when project-associated air pollutant emissions and ambient levels are maximized. In the cases of carbon monoxide, lead, and reactive hydrocarbons, the worst air quality will occur in the year of project completion, 1981. For total suspended particulate, the worst year will be arbitrarily dependent upon varying meteorological and land use conditions, as well as the effectiveness of future particulate control strategies. For nitrogen oxides, a gradual increase in emissions is predicted over the 1978-1998 period, attributable to the inability of NO_x emission standards to offset the increase in VMT. Therefore, 1998 is considered the year of the worst air quality in terms of NO_x.

IMPACTS: AIR QUALITY

NO-BUILD ALTERNATIVE

Primary air quality impacts of roadway projects relate principally to the construction phase. The No-Build Alternative, which would entail continuance of the present traffic congestion, heavy truck use, and temporarily unstabilized soil conditions, will have primary construction impacts attributable to existing, problematic emission sources. Off-road construction vehicle traffic in the study area is a principal source of elevated TSP levels measured to be in excess of the applicable 24-hour primary standards. Primary construction vehicle impacts upon air quality will, however, be largely mitigated upon termination of earthmoving and hauling in the vicinity of the Alternative 2 right of way.

Table 5 presents predicted worst case ambient pollutant levels under the No-Build Alternative. Carbon monoxide emissions and concentrations in the study area will be reduced, despite increased vehicle use, with increased penetration of the vehicle fleet by newer, cleaner automobiles and trucks. The eight-hour, 8.7 ppm standard for CO would probably not be violated because of the reduced CO emissions expected to result from auto emission standards. Whether or not future TSP violations occur will be determined by the degree of protection afforded by local and regional particulate control strategies.

Among the three alternatives, the No-Build Alternative may be indicated to have the most adverse secondary traffic effects upon air quality. Worsening congestion of the major city intersections will result in lower average vehicle speeds, with attendantly greater roadway vehicle emissions of CO and hydrocarbons under this alternative.

Gross estimates indicate future RHC levels in roadway vicinities to be sufficiently high to violate the 6 to 9 a.m. RHC standard. The annual standard for NO_2 would certainly be approached, although whether it would be violated

is unclear. Applying predicted RHC and NO_x emissions to a qualitative evaluation technique, a decrease in oxidant formation potential (measured as hydrocarbon oxidation rate) may be inferred for the study area under the No-Build Alternative throughout the 1978-1998 period.

ALTERNATIVE 1

Primary air quality impacts resulting from Alternative 1 would relate principally to the construction phase. Construction-related activity would generate particulate emissions through several mechanisms: (1) off-road construction vehicle use (i.e., movement over unpaved surfaces); (2) hauling and placement of materials; (3) movement of materials from other areas.

Other construction-related pollutant emissions would result from exhausts of on-road and off-road construction vehicles and an expected increase in nonconstruction-related vehicle emissions because of construction-associated traffic congestion and low vehicle speeds. Based on present conditions in the study area (which is partially in the state of construction at present), TSP is the only pollutant for which ambient air quality standards violations may result from construction vehicle use. Although it is impractical to quantify resultant particulate levels, it is very probable that both 24-hour TSP standards will be exceeded during the construction phase.

Secondary air quality impacts resulting from Alternative 1 would be attributable to increased traffic use of study area roadways throughout the 1978-1998 study period. The dual effects of vehicle emission standards and increased vehicle speeds would improve ambient CO levels in the vicinity of sensitive receptors. Suspended particulate emissions will be affected principally by the degree of protection afforded by local and regional particulate control strategies; however, an improved roadway surface could enable fugitive dust control by regular street cleaning. Relative to the No-Build Alternative, the improvement in pollutant emissions and concentrations afforded by Alternative 1 is minor.

Table 5 presents predicted worst case ambient pollutant levels under Alternative 1.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

Primary construction impacts resulting from Alternative 2 will be associated with the same mechanisms identified for Alternative 1 with the following exceptions: (1) off-road construction vehicle use will occur in the same location as is presently disturbed by ground clearing and filling activity; resultant elevated TSP levels will be highest in this location, although receptors on SW Nyberg Road would still be affected by dust emissions; (2) somewhat lesser nonconstruction vehicle emissions attributable to detour and stoppages would be expected; whereas Alternative 1 construction would take place largely on heavily traveled roadway, Alternative 2 construction will

permit freer through-traffic flow during the construction phase. As for Alternative 1, it is likely that 24-hour TSP standards will be exceeded during the Alternative 2 construction phase.

Table 5 presents predicted worst case ambient pollutant levels for Alternative 2. Secondary traffic impacts on air quality related to Alternative 2 will be the least severe of the three alternatives in terms of sensitive receptors exposed to elevated levels of carbon monoxide. This is attributable to federally mandated emissions reductions and diversion of traffic from sensitive receptors along SW Boones Ferry Road and SW Nyberg Road. However, sensitive receptors near the Alternative 2 right of way would be exposed to eight-hour CO levels of 3 mg/m^3 (7 ppm) during unfavorable dispersal conditions.

In the absence of regular street cleaning or other particulate controls, vehicle-induced turbulence may be sufficient to contribute significantly to TSP and lead background levels (the degree of contribution of either pollutant is unknown). If EPA projected emission factors remain valid past the 1990's, vehicle emission of NO_x may cause locally elevated concentrations of NO_2. However, exceedances of the annual mean NO_2 standard of 100 ug/m^3 (.05 ppm) are unlikely. Contributions of oxidant precursor pollutants (NO_x,RHC) to the PMSAQMA airshed will be relatively small.

Relative to the No-Build Alternative, a significant improvement in pollutant emissions and ambient levels will result from Alternative 2. In terms of air quality the major difference between this alternative and Alternative 1 lies in the respective microscale CO impacts upon SW Tonka Street and the CBD segment of SW Nyberg Road.

3.5 NOISE

The study area is presently exposed primarily to noise from motor vehicle sources. Railroad operations along SW Boones Ferry and light aircraft cause occasional noise, but contribute little to the overall noise environment. The major identified noise issues are the impact of Alternative 1 on commercial uses on SW Nyberg Road, the impact of Alternative 2 on residential uses on SW Tonka Street and the extent to which FHWA standards are exceeded. The noise findings are summarized below.

EXISTING SETTING

The basic unit of noise used here is the dBA, which has close correlation with the response of the human ear to sound pressure. This analysis will use dBA for the measurement of noise impacts. L_{10} is the noise level exceeded ten percent of the time during the period of time under consideration.

The Federal Highway Administration (FHWA) has a set of standards for the L_{10} scale, called Design Noise Levels. These levels are the highest noise levels considered to be compatible with the land uses addressed by the standards.

The important standard applicable to the proposed project are the exterior noise standards of $L_{10}70$ dBA for residential areas and $L_{10}75$ dBA for commercial/industrial areas.

Analysis indicates that most receptors in the study area are not exposed to noise levels in excess of the FHWA standards. Within approximately 50 feet of the local streets in the study area, and within 200 feet of Interstate 5, noise levels above the residential and commercial/industrial standards are experienced. These areas involve scattered residences and commercial areas with roadway frontage. These three homes along SW Nyberg Road are presently exposed to sound levels above $L_{10}70$ dBA. These homes along SW Nyberg Road are located at the intersections with the southbound off-ramp of Interstate 5, SW 84th Avenue and SW Boones Ferry Road. None of the homes along SW Tonka Street presently is exposed to levels in excess of the FHWA standard. Existing noise contours are provided in Figure 13. Noise impacts among all alternatives are summarized in Table 6.

TABLE 6. SUMMARY OF NOISE IMPACTS BY LAND USE (1998)

	NUMBER OF PARCELS WITH INCOMPATIBLE SOUND LEVELS TO FHWA STANDARDS		
	NO-BUILD	ALTERNATIVE 1	ALTERNATIVE 2
Exterior Impacts			
Residential	5	3	8
Commercial	27	25	19
Interior Impacts			
Residential	5	3	8

IMPACTS: NOISE

NO-BUILD ALTERNATIVE

Under the No-Build Alternative traffic volumes would increase substantially over existing volumes in the study area along SW Nyberg Road, SW Boones Ferry Road and SW Tualatin Sherwood Road. The noise levels along these roadways would also be expected to increase. The amount of commercial and industrial lands in the study area that would be exposed to noise levels above the FHWA standard of $L_{10}75$ dBA would be considerably larger for the No-Build Alternative than for the existing conditions because of projected growth and changes in land use. Where this $L_{10}70$ dBA contour extends to areas 50 feet from the

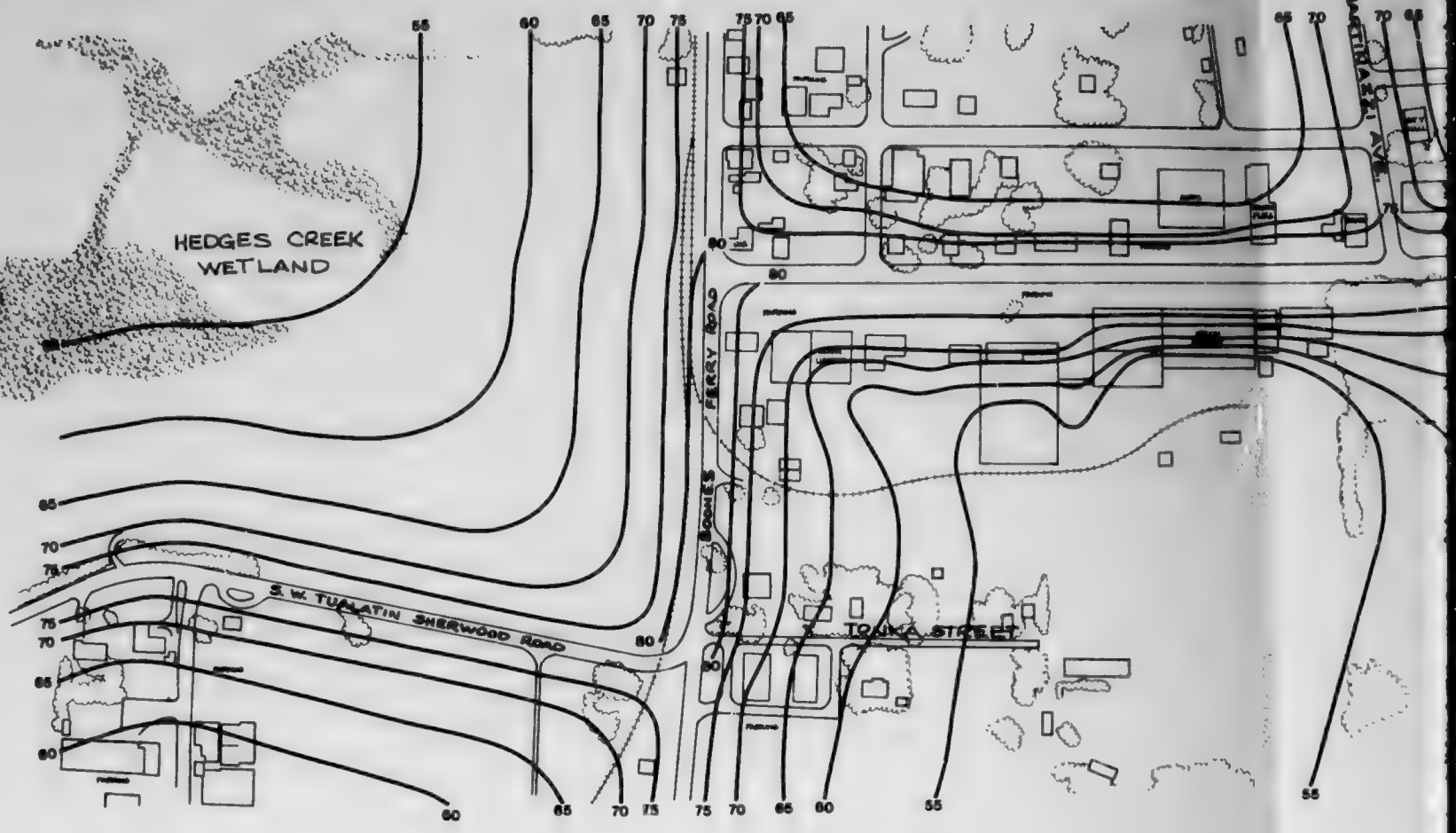


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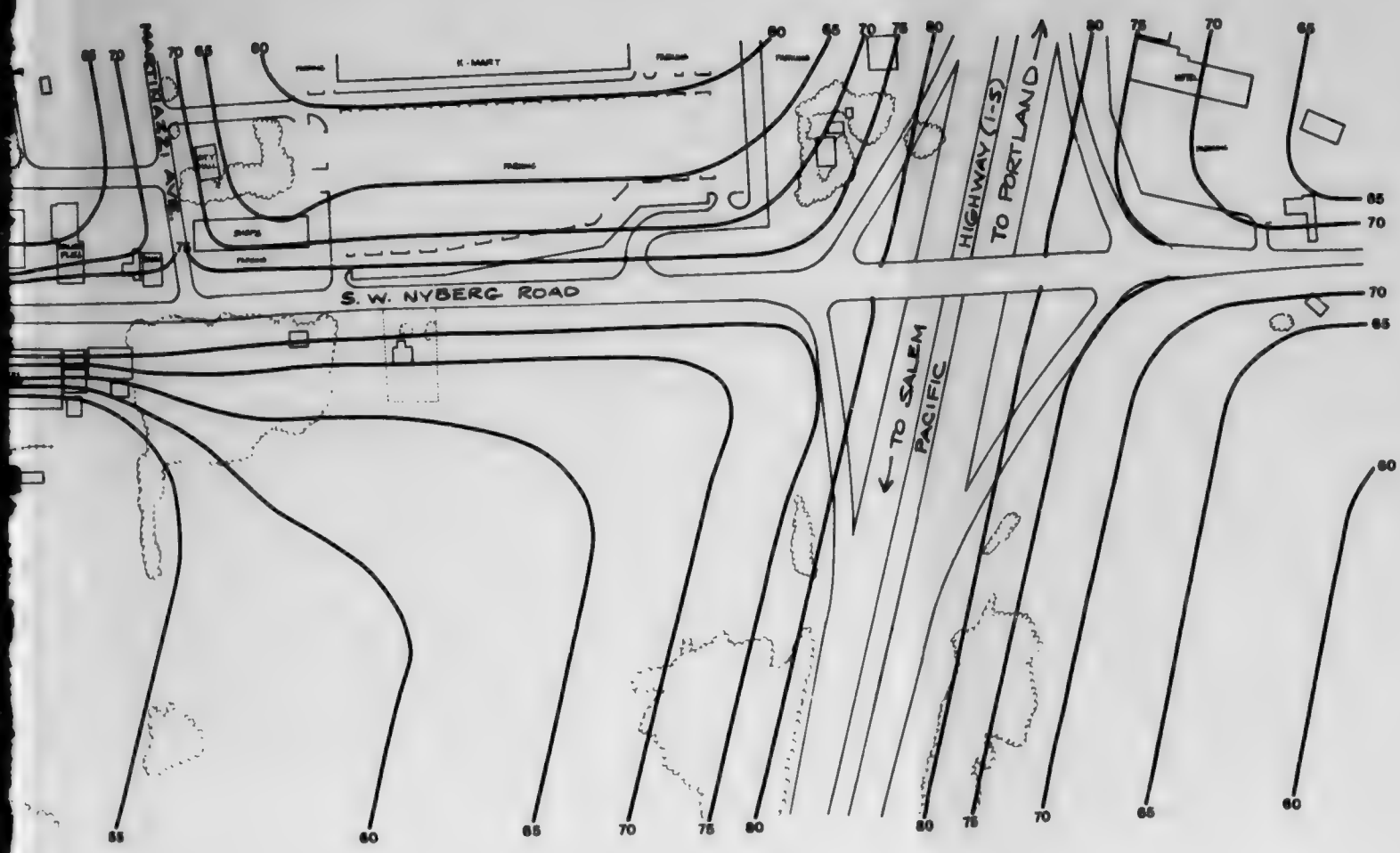
FIGURE 13. EXISTING NOISE CONTOURS, 1978


K-MART
S. W. NYBERG ROAD
HIGHWAY (I-5)
TO PORTLAND
TO SALEM
PACIFIC
55
60
65
70
75
80
85

local roadways for the existing conditions it would extend to locations 100 to 200 feet distant from these streets for the No-Build Alternative by 1998.

Residential areas in the study area would also be exposed to higher noise levels under the No-Build Alternative than with the existing setting. In addition to three homes on SW Nyberg, two of the five residences along SW Tonka Street would be exposed to noise levels above the FHWA standard of $L_{10}70$ dbA. Noise contours for the 1998 No-Build Alternative are contained in Figure 14.

ALTERNATIVE 1

Under Alternative 1 traffic volumes would increase substantially over existing volumes in the study area along SW Nyberg Road and SW Tualatin Sherwood Road. The alignment of the major east/west traffic corridor would remain essentially the same as the existing corridor, with only the segment of SW Boones Ferry Road between SW Seneca Street and SW Tualatin Sherwood Road being bypassed by the new roadway segment of Alternative 1.

Figure 15 shows the projected sound levels for Alternative 1 in 1998. Along SW Nyberg Road the noise impact of Alternative 1 is one to two dBA higher than for the No-Build Alternative because travel lanes would be closer to existing uses. Large areas of commercial land would be exposed to noise levels higher than the FHWA standard of $L_{10}75$ dBA. The three homes along SW Nyberg Road would be exposed to noise levels higher than $L_{10}70$ dBA. On SW Boones Ferry Road in the study area, there would be a significant reduction in noise levels from those predicted for the No-Build Alternative, because of the re-routing of traffic onto the new roadway segment between SW Nyberg Road and SW Tualatin Sherwood Road. As a result, none of the homes along SW Tonka Street would be exposed to noise levels higher than $L_{10}70$ dBA.

Alternative 1 would have a temporary noise impact on the study area during construction operations along SW Nyberg Road. Analysis indicates that most of the study area would be exposed to noise levels in excess of FHWA standards during the construction activities of Alternative 1 of approximately six months. SW Nyberg Road could remain open as a two-lane roadway during construction operations of Alternative 1. No temporary noise impact is expected as a result of any rerouted traffic in the study area.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

Under Alternative 2 the east/west through traffic in the study area will be diverted to the Tualatin Sherwood Bypass. This action will divert enough traffic from SW Nyberg Road to reduce the 1998 traffic volumes for this roadway to below existing levels. The importance of these aspects of Alternative 2 in terms of noise generation is addressed.

Figure 16 indicates projected sound levels associated with Alternative 2 in 1998. In the eastern portion of the study area, on SW Nyberg Road, between Interstate 5 and Martinazzi Avenue, and on Martinazzi Avenue, the noise impact

of Alternative 2 will be essentially the same as for Alternative 1 and the No-Build Alternative. Considerable amounts of commercial lands would be exposed to noise levels in excess of $L_{10}75$ dBA. In the northern part of the study area, along SW Nyberg Road, west of Martinazzi Avenue, and on SW Boones Ferry Road, there will be a considerable improvement in noise levels over Alternative 1 over the No-Build Alternative. Sound levels at these locations will be lower than the existing levels. While the noise climate of the northern part of the study area will be improved, higher sound levels in the southern portion will result because of the rerouting of traffic onto the Tualatin Sherwood Bypass.

In terms of the total amount of study area land impacted by motor vehicle noise, Alternative 2 will be similar to Alternative 1. Both will improve the overall noise climate of the study area over the No-Build Alternative. In terms of the number of homes exposed to noise levels in excess of $L_{10}70$ dBA, Alternative 2 will have a greater noise impact than Alternative 1 or the No-Build Alternative. All five homes along SW Tonka Street and the three homes along SW Nyberg Road would be exposed to noise levels in excess of the FHWA standard. All these homes may, however, be removed to be replaced by commercial uses because zoning on all these parcels is commercial.

Alternative 2 will cause a temporary adverse noise impact in the study area during the construction operations, similar to that which would be expected under Alternative 1. Most of the study area will be exposed to noise levels in excess of FHWA standards during the construction activities along SW Nyberg Road, Martinazzi Avenue, and the Tualatin Sherwood Bypass. No diversion of existing traffic patterns would be necessary during these construction operations.

3.6 GEOLOGY AND SOILS

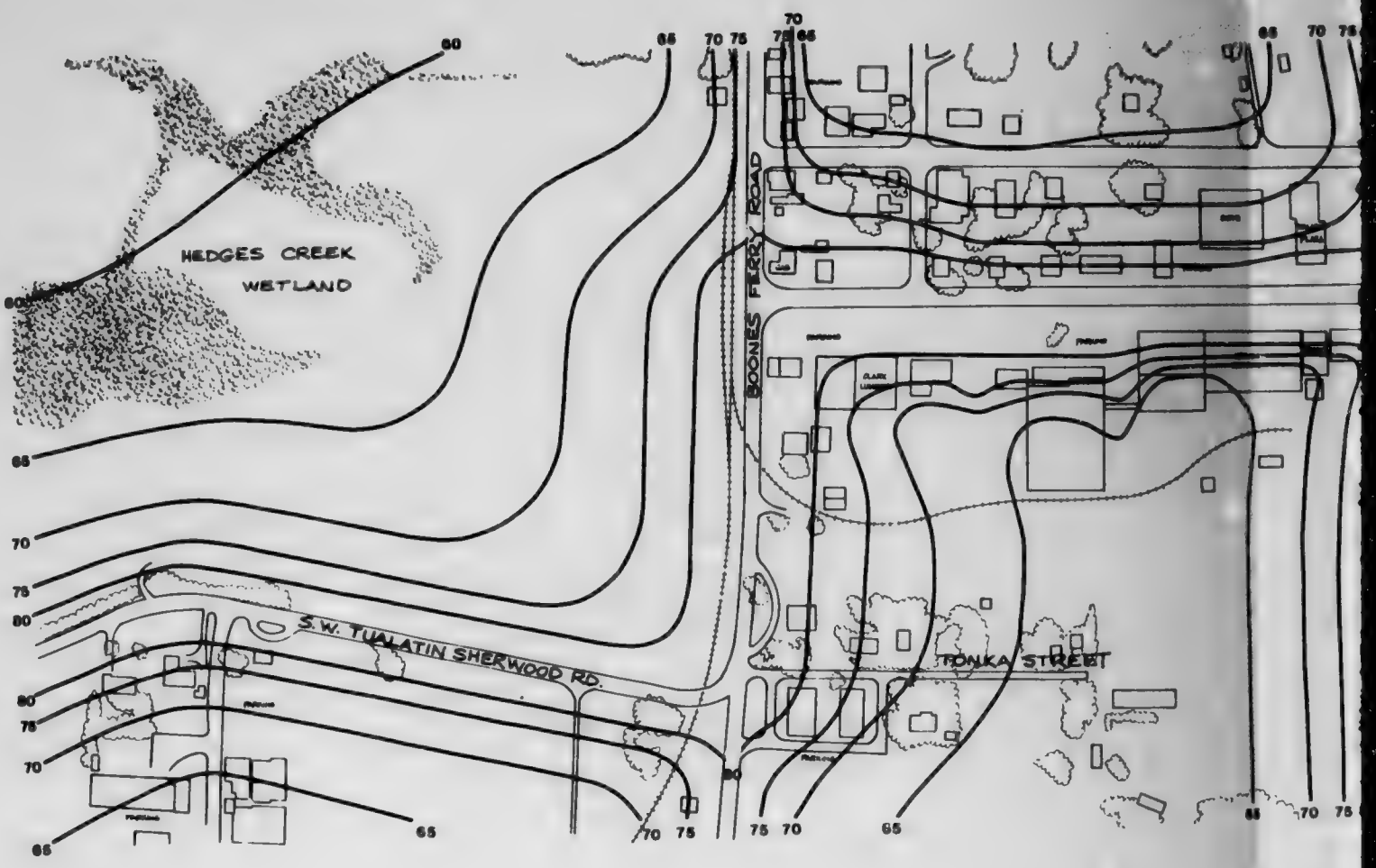
No major geologic and soils issues have been identified for this project.

EXISTING SETTING

The project site is located on an alluvial plain, with an average elevation of 125 feet, along the Tualatin River near the eastern end of the Tualatin Valley. The area rises gently to the south.

Regional Geology. The Lower Tualatin Valley is underlain by a syncline development in the Columbia River Basalt. The depression formed by the syncline is filled by sediments of the Troutdale Formation, by younger fluvial and lacustrine deposits, and by Recent alluvium.

The study area, located in the Portland vicinity, is in Seismic Zone Number 2 as defined by the Uniform Building Code (Couch and Lowell, 1971). Areas within Seismic Zone Number 2 are expected to sustain moderate damage from an earthquake. The Portland area can be expected to experience a magnitude 5.2



SCALE
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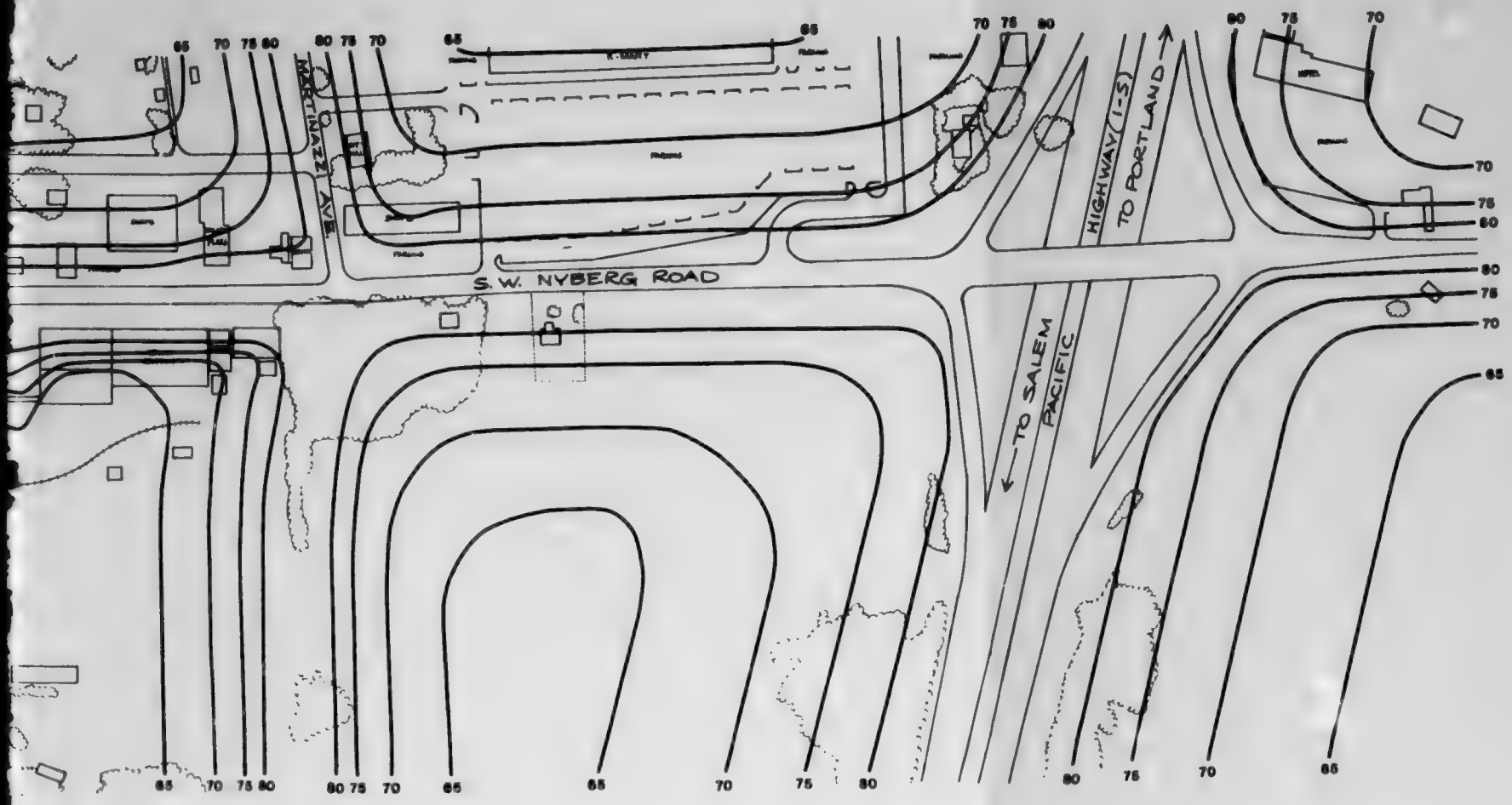
FIGURE 14. PROJECTED NOISE CONTOURS FOR NO BUILD ALTERNATIVE, 19



ALTERNATIVE, 1998

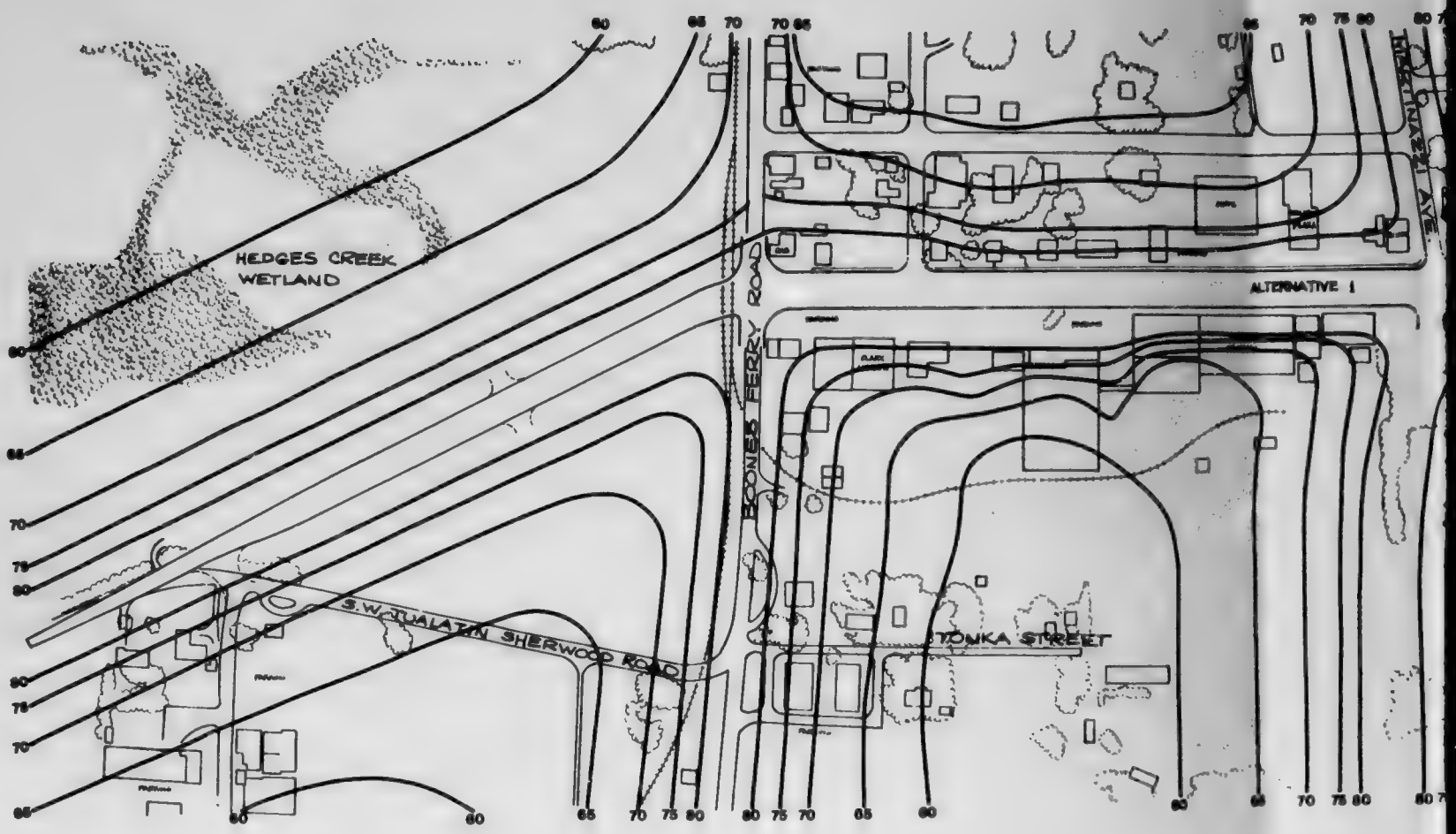


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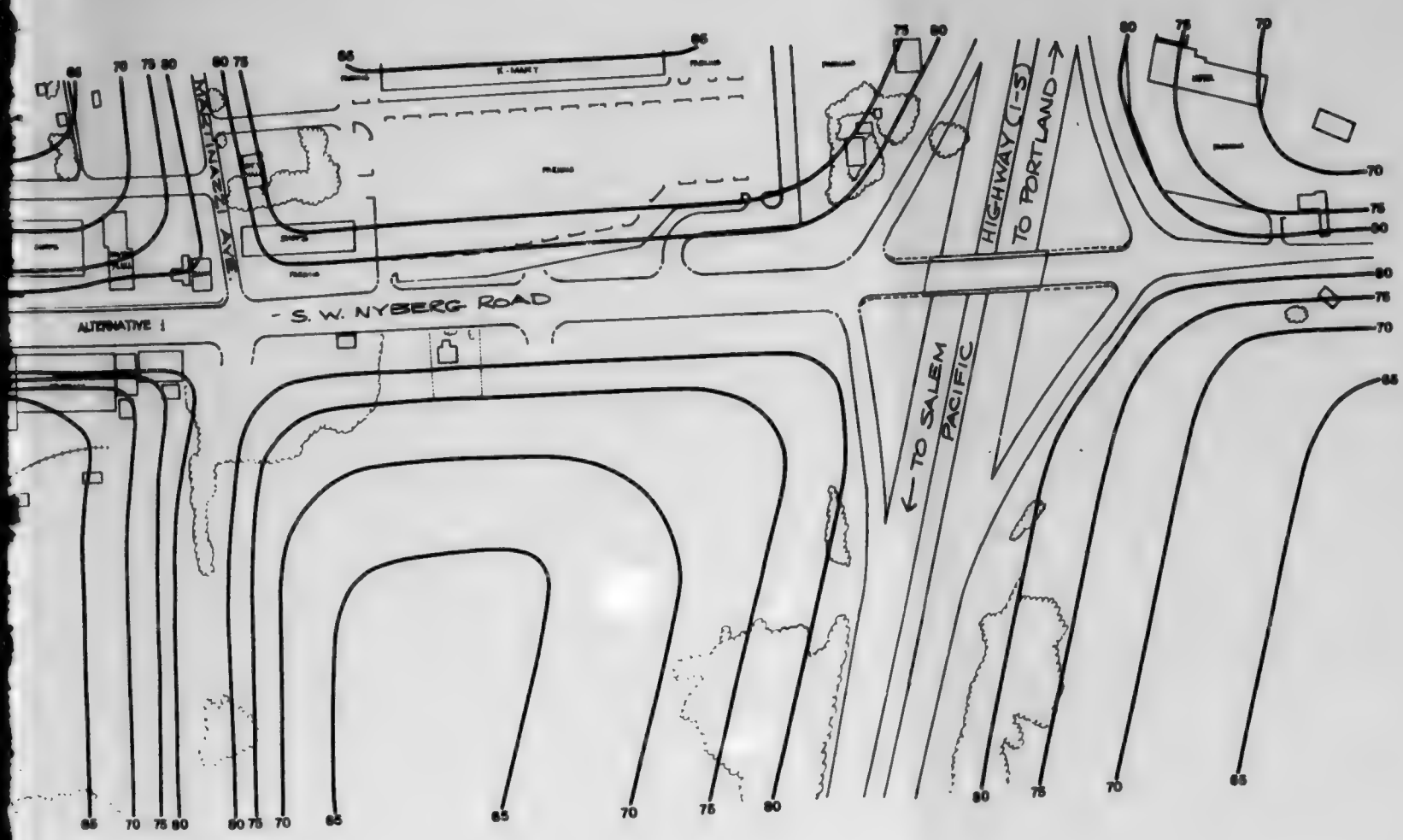
FIGURE 15. PROJECTED NOISE CONTOURS FOR ALTERNATIVE 1, 1998


K-MART
MCDONALD'S
ALTERNATIVE 1
S. W. NYBERG ROAD
HIGHWAY (I-5)
TO PORTLAND
TO SALEM
PACIFIC
65
70
75
80

E 1, 1998

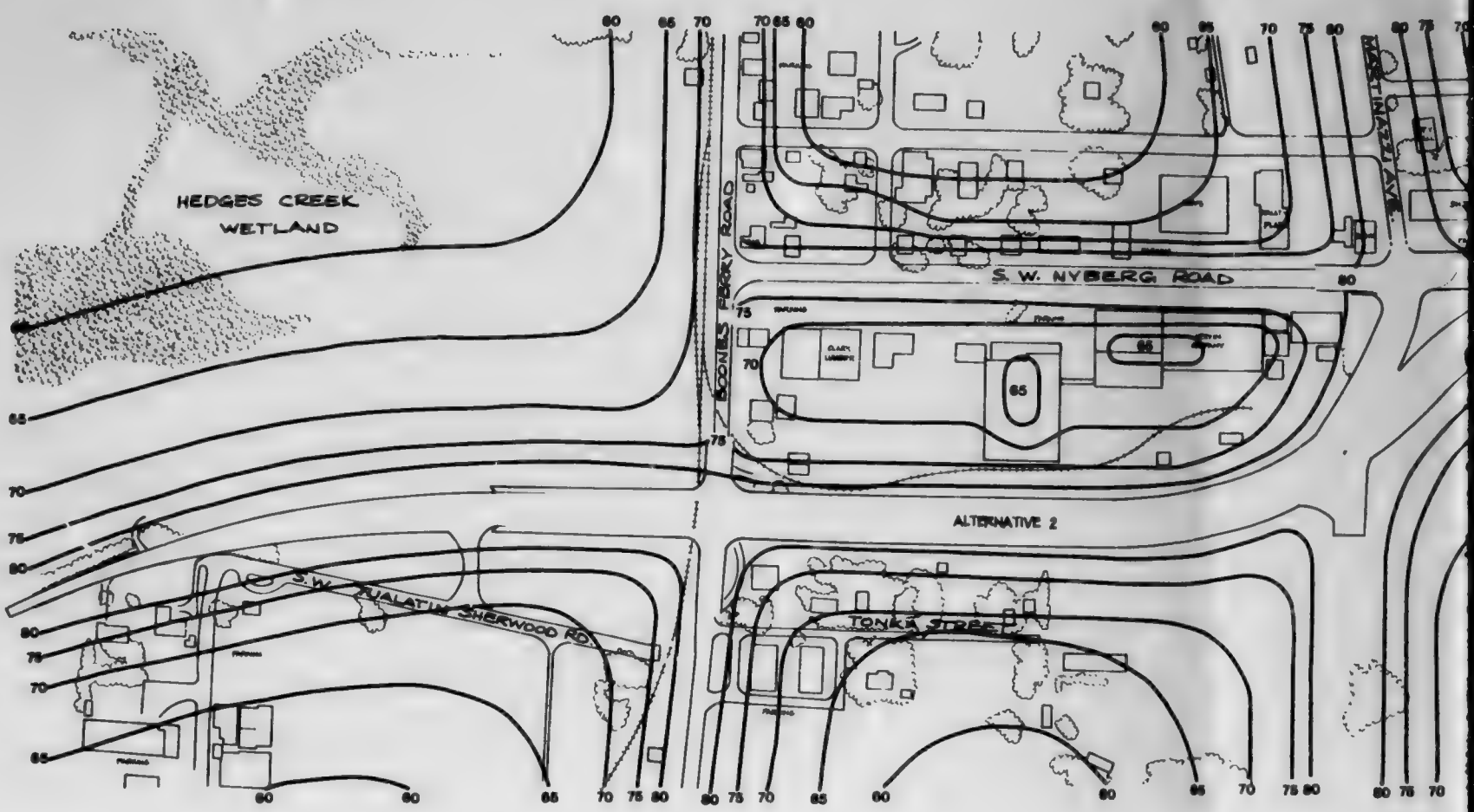


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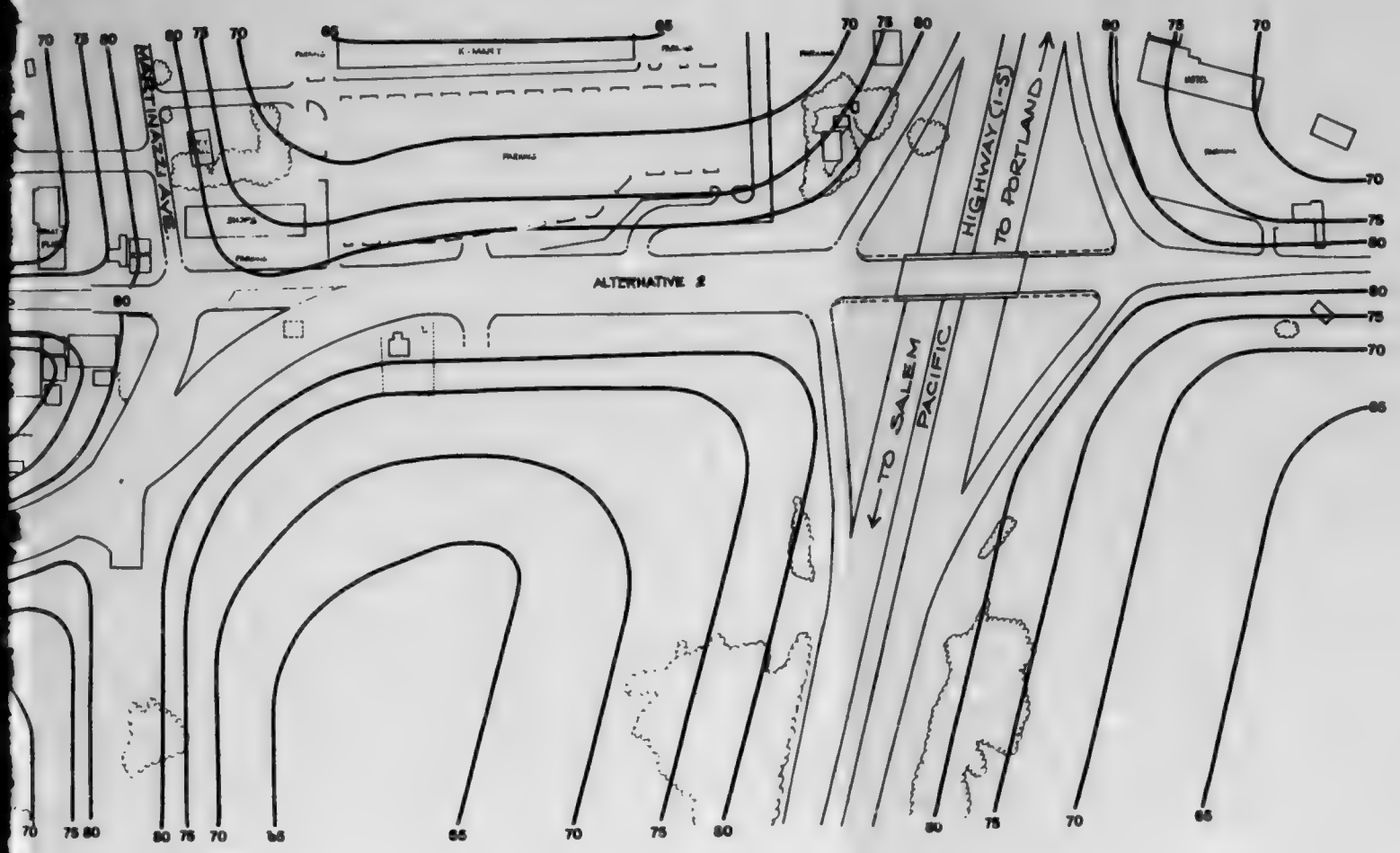
FIGURE 16. PROJECTED NOISE CONTOURS FOR ALTERNATIVE 2, 1998 (SELECTED A



98 (SELECTED ALTERNATIVE)

earthquake every 10 years. Ground shaking would be moderate near the epicenter of such an event and some damage could occur.

The Quatama loam is formed on low terraces of old alluvium. The soil is well drained with a slight erosion hazard that increases with increasing slopes, and low shrink swell potential. The Quatama loam is moderately corrosive to concrete. The suitability of this soil for local roadways and streets is moderate. Moderate soil limitation is the rating given soils that have properties moderately favorable for the rated use. This degree of limitation can be overcome or modified by special planning, design, or maintenance. The principle restrictive features of this soil are wetness, resulting from a high-water table from December to April, and low strength. The McBee silty clay loam is formed in Recent alluvium. Permeability of the McBee soil is moderate, the erosion hazard is slight, the shrink swell potential is moderate, and the soil is moderately corrosive to concrete. The suitability of this soil for local roadways and streets is severe because of flooding. Severe soil limitation is the rating given soils that have one or more properties unfavorable for the rated use. This degree of limitation generally requires major soil reclamation, special design, or intensive maintenance. However, at this particular location, the extreme western end of Alternative 1, the risk of flooding is slight.

The soils involved along Alternative 2 include the McBee silty clay loam, the Quatama loam, the Wapato silty clay loam, the Cove silty clay loam, and the Aloha silt loam. The McBee silty clay loam and the Quatama loam are discussed under Alternative 1 above. The conditions for these soils are the same for Alternative 2, except that where the route crosses the McBee soil east of the former sewage treatment plant it is susceptible to flooding. The Wapato silty clay loam is a poorly drained soil formed on Recent alluvium. Runoff is slow and the erosion hazard is light because of low, less than two percent, slopes. The shrink swell potential of the Wapato soil is moderate and the soil is moderately corrosive to concrete. The suitability of this soil for local roadways and streets is severe because of flooding and wetness. The capability subclass for the Wapato soil is IIIw. The Cove silty clay loam is very poorly drained soil formed on Recent alluvium on flood plains. Runoff from the Cove soil is very slow to pond and the erosion hazard is slight. The shrink swell potential is moderate and the corrosivity to concrete is low. The suitability of the Cove soil for local roads and streets is severe because of flooding, wetness, and low strength. The Aloha site loam is a somewhat poorly drained soil formed on mixed alluvium or lacustrine silts on broad valley terraces. Runoff from this soil is slow and the erosion hazard is slight. The shrink swell potential of the Aloha soil is low and the soil is moderately corrosive to concrete. The suitability of the Aloha silt loam for local roads and streets is moderate because of wetness and low strength.

IMPACTS: GEOLOGY AND SOILS

NO-BUILD ALTERNATIVE

There are no geological impacts associated with the No-Build Alternative, except for the beneficial impact of retaining the natural slope, topography

and ground cover of the study area and thereby not causing an increase in erosion of the study area and an increase in sedimentation of the adjacent low areas.

ALTERNATIVE 1

New construction on Alternative 1 between SW Tualatin Sherwood Road and SW Nyberg Road runs for a portion of its length along a slope break. This portion of the route would be the most susceptible to erosion during construction. In addition, sediments originating along the new construction portion of Alternative 1 would be transported directly into Hedges Creek marsh. An increase in sedimentation in the wetlands would lead to a degradation in the quality of the marsh as a wetlands area (see Section 3.8). The Quatama loam that underlies most of the new construction portion of Alternative 1 has a moderate suitability for local roads and streets; restrictive features include wetness and low strength. Without proper mitigation some roadway foundation problems could result from the presence of these two factors.

Construction of Alternative 1 will involve the irretrievable commitment of 1,600 cubic yards of fill material. Alternative 1 would also result in the removal of approximately six acres of Class II soils from agricultural productivity. Secondary impact would be the conversion to industrial uses in Class II areas.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

Alternative 2 requires new construction for its entire length. The erosion hazard is low for this alignment because of low slopes, less than 33:1. However, exposure of soil grading and filling will increase the erosion potential during construction. Sediments generated by erosion from the western end of the proposed route, SW Tualatin Sherwood Road to SW Boones Ferry Road, could be transported into Hedges Creek marsh. Sediments originating from the eastern portion of the route could be transported into Nyberg Creek. The addition of sediment in either of those areas will add to the degradation of the quality of the existing wetlands (see Section 3.8).

Foundation properties of the soils crossed by Alternative 2 exhibit severe constraints to the construction of local roads and streets. The most severe constraints are the wetness and possibility of flooding in the Wapato and Cove soils. These soils have low strength and may require special engineering measures to support the roadbed.

Construction of Alternative 2 will involve the irretrievable commitment of 6,000 cubic yards of fill material. Construction will also involve removal of approximately three acres of Class II soils from agricultural use.

3.7 HYDROLOGY AND WATER QUALITY

The project itself would not generate any new hydrologic issues or impacts in the study area. Flooding areas that exist in the area would continue. The impact of the project on Nyberg Slough, Hedges Creek and local flooding are addressed below.

EXISTING SETTING

Surface Water. The study area lies within the 711 square mile Tualatin River watershed. The Tualatin River flows in a generally southeast direction through the City of Tualatin, approximately eight miles upstream from its confluence with the Willamette River. Numerous creeks and sloughs drain to the Tualatin River in the wide flat flood plains in which the City is located. The tributary draining most of the study area is Nyberg Slough, an intermittent stream and marsh system that receives the majority of storm runoff from the Tualatin urban area immediately to the north. Nyberg Slough flows east from the study area under Interstate 5 and SW 65th Avenue, joining Tualatin River approximately one mile downstream of the study area. Flows in the slough range from very low, with minor contributions from the marsh and adjacent urban area during dry months, to as high as 4,000 cubic feet per second estimated for the 1933 flood (ODOT, 1969). Hedges Creek is another drainage basin north of Alternative 2. Hedges Creek flows from Tonquin Lake through a low lying agricultural basin to Tualatin Road and then to the Tualatin River in a clearly defined channel.

Recent ground clearing activity along the Alternative 2 right of way has included digging a three-foot-wide trench that drains the cleared area to the north and the Nyberg Slough marsh area to the south.

Water quality in the Tualatin River has been assessed along reaches near the study area in a recent survey (OMSI et al., 1976). River water quality is generally within the criteria of the Oregon Department of Environmental Quality for Salmonid Fish Producing Waters of Willamette Basin Streams (Rule 340-41-442, DEQ, 1977). Water quality in Nyberg Slough has never been studied, probably because of the intermittent nature of this watercourse.

Surface Drainage and Flooding. The flat valley floor of the Tualatin River is subject to periodic flooding, usually between the months of November and February as a result of continued rainfall and melting snow. Following winter storms, two types of occurrences may cause flooding within the study area. Very large storms, such as caused the recent 1974 flood, have resulted in the Tualatin River overtopping its banks north of Tualatin, with flood flows draining eastward via Hedges Creek and south through the City to Nyberg Slough. At Nyberg Slough these flood flows meet backwater from the confluence of the slough and Tualatin River. During storms of lesser magnitude, although the banks north of the City may not be overtopped, the slough sill receives the backwater effect of the river, which is constricted by geologic formations downstream. The Department of Housing and Urban Development considers the area defined by the 100-year flood plain as a flood hazard area. In

determination of applicability for federal flood insurance, special measures are required on the part of the City to minimize flood damage potential within this area. Urban development and flood control measures planned by the City within the 100-year flood plain are addressed in the Urban Renewal Plan and the continuing City Drainage Plan. The planned development of the urban core and proposed flood control facilities will probably necessitate future revision of the 100-year flood plain boundaries.

Groundwater. Groundwater conditions in the Tualatin River Basin have been studied by analysis of well boring data (Hart, et al., 1965) and a recent investigation conducted for the City of Tualatin that includes data collected from the Tualatin Building Department (Wright, 1977). Generally, the alluvial soils underlying the Tualatin area are found to be high in water content but not capable of producing high yield wells, because of the low transmissibility characteristics common to soils of a plastic, clayey nature. Quality of the shallow groundwater is unknown, as this water is not pumped from within the study area, and is significant chiefly because it poses an obstacle to excavation.

IMPACTS: HYDROLOGY AND WATER QUALITY

NO-BUILD ALTERNATIVE

Primary hydrologic impacts resulting from the No-Build Alternative, which would still entail implementation of the City adopted drainage plan, include minor sedimentation potential, slight alteration of the currently existing Nyberg Creek wetland, and continued inadequacy of urban drainage facilities within the study area until major proposed storm drain laterals and other flood control facilities are constructed. Secondary water quality impacts resulting from development of the study area and attendant increases in urban runoff to Nyberg Slough and Tualatin River are discussed below under Alternative 1.

ALTERNATIVE 1

No major primary hydrologic or water quality impacts would result from implementation of the Nyberg Road extension and realignment, although flood hazard in the study area would continue to be significant.

Alternative 1 roadway would be constructed at-grade elevation. The portion of roadway west of Boones Ferry Road would drain to adjacent lands and to a proposed drainage easement to Hedges Creek. The portion of the roadway along the existing Nyberg Road would drain from a roadway lateral to the 36-inch storm drain on Martinazzi. During major floods, portions of the Alternative 1 alignment would be inundated. During the 100-year flood, the predicted high-water elevation of 124.0 feet (msl) would cause an estimated 4.0 feet of water to inundate the lowest portions of the Nyberg Road alignment (assuming existing drainage and flood controls). However, construction of the Alternative 1 roadway would not alter the existing hydrologic regime, and should not affect flood levels during a 100-year event. This is because Alternative 1 would be

constructed at the same grade elevation as the existing Nyberg Road, which was built without fills and does not obstruct the floodway. (ODOT, 1978).

Secondary effects of increased urban runoff attendant with development of the study area would consist of a minimal increase in loading of urban runoff pollutants to Tualatin River. Storm runoff from the Nyberg Road extension and realignment would not vary to a detectable degree in volume or water quality from runoff flows from currently used roadways. Planned increases in the traffic, however, will cause a corresponding increase in runoff pollutants. In addition, increased secondary development in the area will increase runoff. No impacts on local groundwater will occur.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

No major primary hydrologic or water quality impacts will result from construction and use of the Tualatin Sherwood Bypass, provided that the planned maximum grade elevation of 120 feet (mean sea level datum) is not exceeded (ODOT, 1978). The 100-year flood will inundate portions of the Alternative 2 roadway. Assuming a high-water elevation of 123.8 feet (msl) and no further flood control improvements, the maximum depth of inundation of the Alternative 2 roadway will be approximately 3.8 feet. However, the present design for this alternative will maintain roadway grade elevations equal to or below the grade of the Hervin Company railroad spur line, which crosses the flood plain immediately north of Alternative 2. This will maintain the railroad spur line as the upstream control in the floodway. Computer analysis of the 100-year flood event indicates that, with this low grade elevation, Alternative 2 will cause no measurable backwater and thus would not affect levels during a 100-year event (ODOT, 1978). It is noted that the Technical Advisory Committee determined in preliminary analysis that it will not be economical to construct an all-weather road with a high-grade line and large floodway structure. Secondary effects of development of the study area will include a minor increase in urban runoff pollutant loadings to Nyberg Slough during storms.

3.8 BIOLOGY

Much of the significant natural habitats (areas having high productivity and value to wildlife) remaining near the Tualatin Central Busieness District and adjacent industrial and residential lots have suffered varying degrees of disturbance from their close proximity to human activities. This analysis has identified that the primary biological issues are the project's indirect impacts on the Nyberg Creek and Hedges Creek wetlands and direct impacts on the mature woodland cluster which exists as a community landmark at Nyberg Road and Martinazzi Avenue.

EXISTING SETTING

Significant vegetative habitats within the study area include freshwater wetlands and riparian areas, grassland and pasture and a remnant mixed woodland community. These natural areas have been identified using aerial

photographs, field observations and previous inventories of flora and fauna. Figure 17, Significant Natural Habitats in Tualatin Study Area, shows the locations of these vegetative habitats and their relationship to the proposed alternatives.

Wetland Areas

Wetlands are areas covered with sufficient water cover to develop water-loving plants and to provide wetland soil types. It is not necessary, however, to have the vegetation or soil types present. Wetlands provide valuable nesting, feeding and resting areas for waterfowl and wildlife.

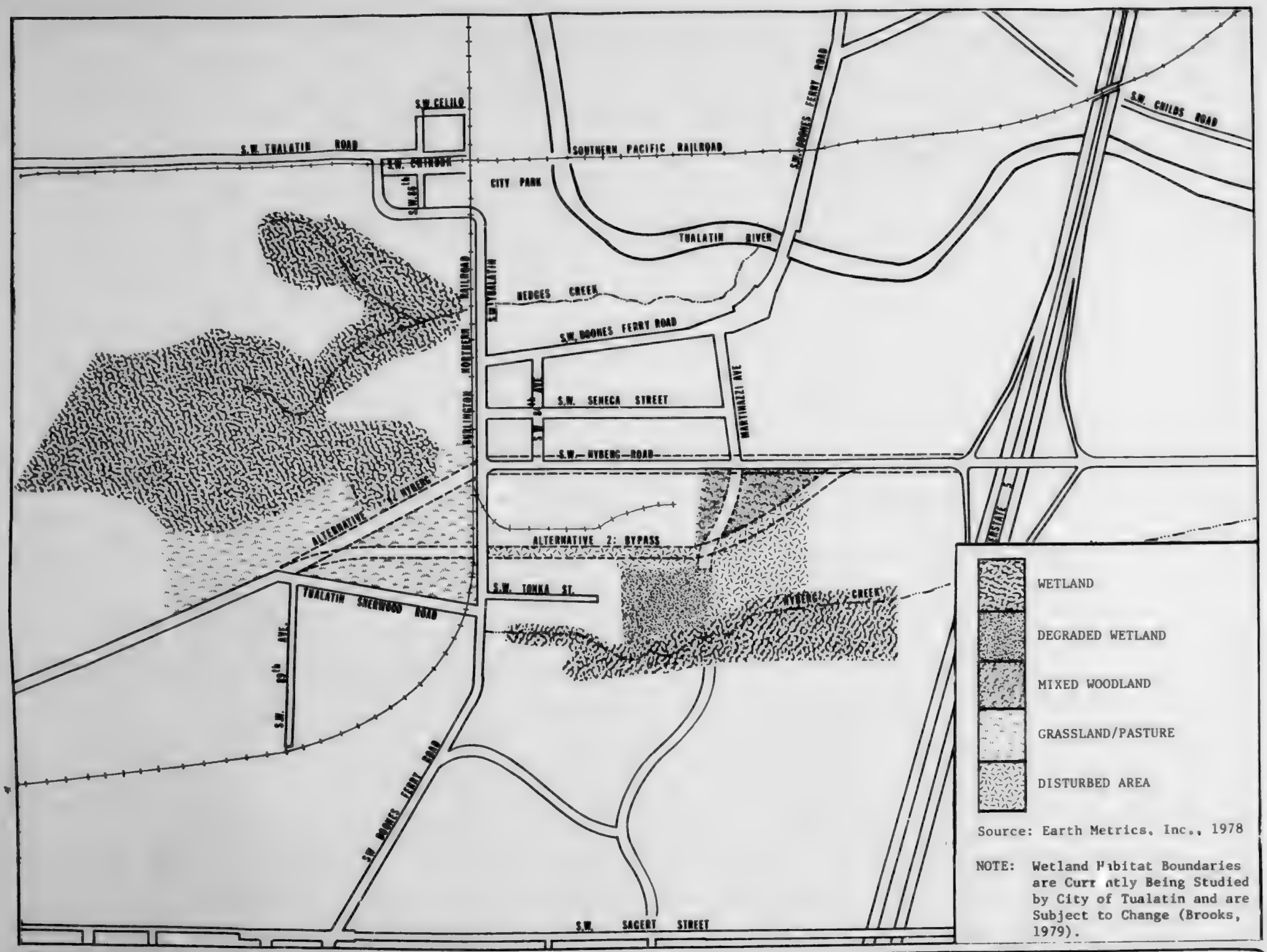
Two wetland areas are identified in the vicinity of the project. They contain about 58 acres of marshes and swamps. The larger area, located west of Tualatin in the Hedge Creek drainage, consist of 46 acres. Typical vegetation in these wetlands includes reed canary grass, yellow cress, rushes, willows and cottonwoods. This area also provides sanctuary to the Great Blue Heron, several species of duck, pheasants, red-wing blackbirds and other small birds.

The smaller wetland area in the project vicinity is located on the Nyberg Creek drainage. This marshy area has had considerable disturbance and it has poor water quality. The primary vegetation is blackberry and thistle, although it does provide some shelter to small birds. Dense riparian habitat covers the banks of the Tualatin River north of the project.

Pasture and Grassland. As indicated on the map in Figure 18, both alternatives pass through existing grassland and pasture habitat. Plant species found include many examples of grassland vegetation and species known to exist in disturbed and previously disturbed areas. The majority of wildlife species include birds and small mammals.

Mixed Woodland. The remnant mixed woodland along SW Nyberg Road is surrounded by industrial and commercial development as well as continuing construction activity associated with the Fred Meyer property. The woodlot vegetation consists of 20 mature Douglas fir, a variety of mature evergreen and deciduous trees, and dense understory shrubs and herbaceous plants. Most abundant wildlife in the woodlot consists of birds (crows, nighthawks, purple finch), small mammals and several large vertebrates including black-tailed deer, raccoon, and opossum.

Disturbed or Urbanized Areas. Urbanization in the form of industrial, commercial and residential development has occurred along SW Nyberg Road. The most significant natural area remaining is the mixed woodland. Construction in the form of grading and filling has occurred directly south of SW Nyberg Road on the Fred Meyer property including the addition of an unpaved construction road leading from the construction area to SW Boones Ferry Road. This area contained grassland and wetland (or moist soil vegetation) prior to recent disturbance from construction activities.



Source: Earth Metrics, Inc., 1978

NOTE: Wetland Habitat Boundaries are Currently Being Studied by City of Tualatin and are Subject to Change (Brooks, 1979).

FIGURE 17. Significant Natural Habitats in Tualatin Study Area

IMPACTS

NO-BUILD ALTERNATIVE

Impacts associated with the No-Build Alternative are minimal and include deterioration of the mixed woodland grove vegetation and disturbance to associated wildlife due to increased roadway pollutants.

ALTERNATIVE 1

Construction of Alternative 1 will eliminate grassland habitat and adversely impact approximately one acre of wetland habitat in the vacant area west of SW Boones Ferry Road through noise and a barrier to migration. Wildlife will be impacted from traffic noise, roadway mortality, and reduced ability to wander or migrate. This alternative would divide the grassland area in half, further impacting wildlife in the grassland and wetland areas. The Alternative 1 right of way will extend approximately 15 feet into the grove of mixed woodland trees necessitating removal of four Douglas fir trees, understory shrubs and two mature Oregon white oaks near the Hervin Company. No rare or endangered wildlife will be impacted.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

Alternative 2 will require the loss of some mature trees and sapling along the proposed Martinazzi Avenue extension, south of SW Nyberg Road. These trees are visually considered a local community landmark (see Section 3.9). A field survey indicated approximately nine trees of diameter greater than 16 inches growing within the proposed right of way which will be removed. A total of ten Douglas fir trees (7 are greater than 16 inches diameter) or 15 percent of all Douglas firs in the grove will be lost. The majority of the trees in the right of way are less than 12 inches diameter and are young locust and salal species. A dense understory of poison oak, blackberry, hawthorn and English ivy would also be removed, along with several stands of alder, hawthorn, and locust saplings (generally under 4 inches diameter).

A small, insignificant portion of wetlands (0.15 acre) will be affected by construction of the Selected Alternative. An isolated (0.05 acre) marshy area west of SW Boones Ferry Road will be affected by the new route. This area contains five feet tall reed canary grass, smaller species and various wildlife species common to the area. East of SW Boones Ferry Road, 0.10 acre of wetland will be affected. About 0.05 acre of ditch wetlands will be filled-in to meet slope specifications. This area contains vegetation common to the wetlands in this area. South of the ditches, 0.03 acre of wetlands with 60' cottonwood trees will also be eliminated. East of the cottonwood two other ditches which help drain the general area will also be affected by this alternative. These areas have less diverse vegetation than the previously mentioned ditches.

Other wetlands will be indirectly impacted. These include temporary and long-term changes including siltation during construction to increased noise levels during and after construction.

The Selected Alternative will provide the least impact to wetlands of the two Build Alternatives. The large wetland areas will be avoided and there will be no direct impact on these areas. The formal "Wetlands Finding" required by the Presidential Executive Order 11990 is contained in Appendix D.

3.9 VISUAL CHARACTERISTICS

No major visual concerns have been identified in this analysis. The main visual issues relate to the visual impact of the project on existing commercial and residential uses; the loss of open space areas in the west part of the study area, and the extent to which landscaping will relate to the design goals of the City of Tualatin Urban Renewal Plan.

EXISTING SETTING

The central business district is concentrated along Nyberg Road. Nyberg Road is a developed commercial road with numerous stores, restaurants and offices. The K-Mart shopping center and the Hervin Plant are major visual elements on Nyberg Road.

The existing setting along the Selected Alternative: Tualatin Sherwood Bypass is depicted in Figure 9, Section 3.1. The bypass right of way is at present partially graded, unpaved, and flat vacant land. A portion of the right of way is being used as the temporary construction route for the development of the Fred Meyer Property at the southeastern terminus of the proposed bypass. The bypass visual setting consists of the rear of businesses that front on Nyberg Road on the north side of the bypass, and vacant land and the rear of existing residences that front on Tonka Street on the south side of the proposed bypass. West of Boones Ferry Road, to the northwest is vacant land from the Tualatin Sherwood Road to Hedges Creek. South of the Tualatin Sherwood Road is more vacant land with some industrial uses centered on SW 89th Avenue.

IMPACTS

No-BUILD ALTERNATIVE

The No-Build Alternative would not alter the existing visual characteristics of Tualatin. Long lines of automobiles at the intersections of Boones Ferry Road with Nyberg Road and with Tualatin Sherwood Road would continue to detract from the semirural character and village atmosphere, which is sought for in the Urban Renewal Plan, City of Tualatin. The No-Build Alternative would also have potentially beneficial visual effects in that it would involve no additional pavement or loss of open space for roads, thereby enhancing the visual unity of the project area.

ALTERNATIVE I

Alternative I would cause the following additional changes in the visual characteristics of Tualatin: loss of trees and shrubs along the southern side of Nyberg Road, including the loss of several mature trees at Nyberg Road and Martinazzi Avenue (see Section 3.8); provision of less open space between land uses on the south side of Nyberg Road and the actual roadway itself; extension of Nyberg Road through visually significant open space west of Boones Ferry Road, without the provision of sidewalks or landscaping; and visual intrusion of a roadway adjacent to the natural wetlands area of Hedges Creek.

Sidewalks without landscaping are proposed under Alternative I for the southern side of Nyberg Road. The utility of the sidewalks for these uses should be weighted in terms of the impacts of lost trees, and the visual benefit that would be afforded alternatively by a strip of land planted with trees. No landscaping will be provided as part of the Nyberg Road extension and realignment.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

The Tualatin Sherwood Bypass will have a significant visual effect on the land south of Nyberg Road (see Figure 9 in Section 3.1). The new road will have a raised, landscaped median; landscaped strips of land on both sides; and sidewalks, located outside of the landscaped strips, on both sides. When the trees used for landscaping mature, the residents on the hillside to the south will see a relatively attractive road; however, westbound motorists, pedestrians, or cyclists on the Tualatin Sherwood Bypass may see an unattractive view of the rear of the Hervin Company factory if the landscaping is not densely placed. The proposed alignment of Alternative 2 abuts residential uses to the south and the proximity of the bypass to the residential uses may be visually disruptive. According to the City of Tualatin Urban Renewal Plan, the residential uses will be converted to commercial uses over time.

In addition, the new road will cause the loss of a substantial portion of the existing grove of Douglas fir trees (see Section 3.8). Because this grove adds significant visual interest to the downtown area, its partial loss will diminish the visual relief and natural quality that the grove presently adds.

Alternative 2 will provide significant benefits to the visual character of Tualatin. By diverting through traffic, the new road would enhance the village atmosphere of the downtown by relieving traffic congestion on Nyberg Road.

3.10 ENERGY

Energy consumption continues to be a local and national concern. The main energy issues of the project involve continued long-term gasoline consumption by the automobile and short-term construction impacts. The dependence on private automobiles as the principal means of transportation coupled with the

private automobiles as the principal means of transportation coupled with the projected increase in population will in the future continue to cause rapid depletion of petroleum resources. (Short-term versus long-term impacts are elaborated in Section 6.).

EXISTING SETTING

At present it would be difficult to make any definitive evaluation of the effect of the current energy crisis on future travel. Current federal legislation mandates increased gasoline economies for motor vehicles in future years.

Existing gasoline use for private passenger automobiles in Tualatin is inefficient because of traffic congestion, especially at such intersections as Tualatin Sherwood Road with Boones Ferry Road and Nyberg Road with Boones Ferry Road. The existing trends of inefficient energy use (that would continue in the future without roadway improvements) will be a less important factor affecting energy consumption than regional considerations such as the cost and availability of petroleum products.

Traffic projections used for the design of project alternatives are minimally sensitive to energy considerations. The number of automobiles per dwelling, trip generation, and the modal split of traffic are based entirely on existing trends. As a result of these assumptions, the projected traffic volumes (on linking systems with I-5 in Tualatin) are conservatively high, given the uncertainty of the impact of higher energy costs in the future.

IMPACTS

NO-BUILD ALTERNATIVE

Under the No-Build Alternative, the inefficient use of gasoline would continue as traffic congestion worsens along Nyberg Road, Boones Ferry Road, and Tualatin Sherwood Road because automobiles consume fuel at least 20 percent less efficiently under stop-and-go conditions than under free flow conditions.

ALTERNATIVE I

The Nyberg Road widening and extension, installation of gutters and sidewalks, and relocation of utility poles and cables would require substantial expenditures of energy. Direct energy costs would largely involve the consumption of diesel fuel by construction equipment and vehicles. Indirect costs, more significant than the direct, would include energy expenditures for the manufacture of construction materials. Secondary energy expenditures would also include those for maintenance of the widened and extended road. Beneficially, Alternative I would help reduce the wasteful consumption of gasoline attributable to traffic congestion.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

The Tualatin Sherwood Bypass will cost the most in terms of energy to construct. However, Alternative 2 could contribute to long-term energy savings by concentrating intensive land uses along the I-5 corridor and central portions of Tualatin (to the extent recommended in the Tualatin Urban Renewal Plan) thereby encouraging efficiency of this transportation system.

3.11 CULTURAL RESOURCES

No major cultural resource issues have been established. The City of Tualatin has several historic resources of local interest but the project will not adversely impact these resources. The project will not impact any cultural resources on the natural register (Talbot, 1979).

EXISTING SETTING

The City has one property which is listed on the natural register of historic places. This property is the John Sweek House, 18815 SW Boones Ferry Road located two blocks north of the project alignment for Alternative 1.

Within the community, other properties of local historic interest include the following:

Old Tualatin City Hall, 19140 SW Boones Ferry Road, approximately one block south of Nyberg Street. This building is located adjacent to the Alternative 2 alignment.

Community Methodist Church, 19100 SW Boones Ferry Road, just north of the old city hall. The church is approximately one half block north of the Alternative 2 alignment.

Commercial Building, 18810 SW Boones Ferry Road. The location of this structure, two blocks north of the Alternative 1 alignment, creates a possible nucleus for an historic complex with the Sweek House across the road.

The Nyberg House, 7445 SW Nyberg Street. The Nyberg property is located on the north side of Nyberg Street adjacent to the northwest quadrant of the I-5 Tualatin Interchange.

There are no properties in the study area which are identified in either the statewide inventory or the Oregon Century Farm Program.

Prior to arrival of the settlers, the study area was inhabited by the Tualati or Tualatine Tribe of the Calapuyan Indian Family. In the early 19th century, tribal ranks were decimated by epidemics; consequently, by mid century only about 200 survivors were known to exist. No specific archaeological sites have been identified along the project corridors to date.

IMPACTS

NO-BUILD ALTERNATIVE

The Sweek House and the Commercial Building located two blocks north of the Alternative 1 alignment and the Methodist Church located about one half block north of Alternative 2 will not be affected by the No-Build Alternatives.

ALTERNATIVE 1

The Nyberg House is located adjacent to both Build Alternatives. Although travel lanes will be added at this location, proposed plans indicate widening will be to the south of the existing roadway. The Nyberg property on the north side would, therefore, not be directly affected.

Since the Tualatin area has the potential for discovery of archaeological sites, construction of either Build Alternative could conceivably impact these sites. Depending upon the alternative selected and the final design of the project, an archaeological reconnaissance survey may be required prior to construction.

SELECTED ALTERNATIVE (ALTERNATIVE 2)

The old city hall is adjacent to the Alternative 2 alignment but sufficient distance from the proposed roadway to be unaffected. (See Section 3.5). The Nyberg House is located adjacent to both Build Alternatives. Although travel lanes will be added at this location, proposed plans indicate widening will be to the south of the existing roadway. The Nyberg property on the north side would, therefore, not be directly affected.

Since the Tualatin area has the potential for discovery of archaeological sites, construction of either Build Alternative could conceivably impact these sites. Depending upon the alternative selected and the final design of the project, an archaeological reconnaissance survey may be required prior to construction.

4. MITIGATION MEASURES FOR THE SELECTED ALTERNATIVE (ALTERNATIVE 2)

4.1 Land Use and Policies

None required.

4.2 Traffic and Transportation

There are no mitigation measures proposed for traffic with the exception of standard practices which ensure that public safety is maintained.

4.3 Socioeconomics

One business will be displaced by the Selected Alternative. Requirements of the Relocation Assistance and Real Property Act and FHWA right of way acquisition and appraisal procedures will be followed. The FHWA procedures prohibit requiring property owners to dedicate property.

4.4 Air Quality

Department of Environmental Quality regulations require that measures be taken to minimize air quality impacts of construction activities. Particulate control actions that might be taken include the use of water on dirt roads and the reduction of speeds by heavy machinery to check excessive dust clouds. An effective watering program alone (i.e., twice daily watering with complete coverage) could reduce the dust emissions by up to 50 percent (EPA, 1978). A number of regulations would apply during the construction period.

4.5 Noise

Mitigation of the noise impacts with the use of sound barriers along the Selected Alternative are possible. A barrier (sound wall or berm) 900 feet long and 20 feet high would be required to totally eliminate traffic noise impacts to the 5 residences (an 8 dBA reduction). However a 10 foot barrier would produce partial mitigation by reducing the noise impact by 4 dBA. The cost of providing a 10 foot sound wall for 900 feet would be approximately $103,500 or $25,875 per dwelling mitigated. Table 7 lists the cost and effectiveness of providing a 10 foot sound wall and a 10 foot berm.

Table 7

SOUND BARRIER COST AND EFFECTIVENESS

Barrier*	Noise Level Reduction	Cost	Cost Per Residence	Cost Per dBA Reduction Per Residence
Wall	4 dBA	$103,500	$25,875	$6,500
Berm	7 dBA	$250,000	$62,425	$8,900

*Height = 10 feet
Length = 900 feet

The extent to which sound barriers should be incorporated into the Selected Alternative must be carefully weighed as to cost effectiveness and other considerations. It appears from the sound analysis that the possible sound mitigation is not cost effective, even with the use of a cheaper type of wall. Therefore there are no mitigation measures proposed for noise impacts with the exception for measures taken to reduce construction impacts.

The following measures would reduce the construction and operational impacts of the Selected Alternative, without resulting in further adverse impacts to the study area:

All construction equipment should be properly muffled and maintained to minimize noise generation.

All construction activity should be conducted during normal working hours to minimize loss of sleep by residents in the study area.

4.6 Geology and Soils

A detailed soils investigation is to be performed before construction begins. Information on the engineering properties of the soils generated by this investigation should be sufficient to provide the design detail necessary for construction of the roadway. In addition, the sewage ponds existing along the route will be dug out and replaced. The ponds that have already been filled will be examined to ensure that no foundation problems exist. Mitigation of erosion includes mulching of disturbed areas and use of retention basins.

4.7 Hydrology and Water Quality

No measures are necessary to mitigate the minor drainage and water quality impacts of the Selected Alternative. Separation of waters in the wetland adjacent to Alternative 2 alignment from urban stormwaters may be accomplished with continued use of the existing trench or similar facility. Potential shallow groundwater conditions will be identified by soil assays prior to construction. The usage of retention basins will be studied in conjunction with the soils and geology in the floodplain.

4.8 Biology

All lands adjacent to the new construction will be mulched and seeded to encourage new growth. The random placement of fill materials will allow for the formation of ponds to thus enhance the surrounding wetlands.

4.9 Visual Characteristics

The Selected Alternative will include a landscaping plan as described herein. The final landscaping plan will extend for the length of the whole corridor. Landscaping will be maintained by the City of Tualatin.

4.10 Energy

Continuous practices of energy conservation during construction and in road lighting are normally implemented as much as practical in current designs and construction practices. The following measures would minimize the consumption of energy during construction and operation of the Selected Alternative.

- Use only properly tuned construction equipment
- Avoid idling of construction equipment
- Use the closest available construction materials to minimize energy utilized for hauling.

- Provide energy efficient road lighting of minimum where required to conserve on electricity.

4.11 Cultural Resources

If an archaeological survey is deemed necessary, the survey will be conducted by the Oregon State Museum of Anthropology at the University of Oregon. Any recommended salvage and/or other mitigation procedures will be completed before initiation of construction activities. These procedures will be coordinated and final results approved by the State Historic Preservation Office.

5. UNAVOIDABLE ADVERSE IMPACTS

Sections 1, 2, and 3 address the significant environmental effects that cannot be avoided if one of the Build Alternatives is implemented. In some cases, suggested mitigation measures can be incorporated into final project design to reduce the adverse impact. The significant impacts that can be mitigated but not totally eliminated include:

Inconsistency with City of Tualatin Urban Renewal Plan (Alternative 1 and No-Build Alternative only).

Property acquisition and removal of frontage, including parking spaces and landscaping, from existing use on the south side of SW Nyberg Road (Alternative 1 only).

Reduction in available parking in the downtown Tualatin area (Alternative 1 only).

Removal of property from local property tax assessment, thereby reducing city and other local revenues (Alternatives 1 and 2).

Removal of agricultural land from production (Alternatives 1 and 2).

Increase in storm water runoff (Alternatives 1 and 2).

Removal of grassland and a small amount of wetland (0.15 acres in Alternative 2) (Alternatives 1 and 2).

Partial removal of existing grove of mature trees at the intersection of SW Nyberg Road and Martinazzi Avenue (Alternatives 1 and 2).

Relocation of one existing temporary commercial building (Alternative 2 only).

Exposure of commercial and residential uses to noise levels in excess of FHWA standards (all alternatives).

Increase in energy consumption (all alternatives).

6. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.

Land Use and Policies. Both Alternatives 1 and 2 would remove some industrial zoned land from potential use and commit such land to transportation use. Alternative 2, in addition, will consume commercially zoned lands for right of way purposes; moreover, Alternative 2 will probably accelerate conversion of residential uses along Tonka Street to commercial use.

Traffic and Transportation. Both Alternatives 1 and 2 would create short-term aggravations to traffic congestion during the right of way grading and roadway construction process. Both Alternatives 1 and 2 would create an intermediate term benefit to traffic congestion by provision of greater capacity; however, long-term traffic benefits are problematic since year 1998 traffic would probably reduce future levels of service to that of the present situation. If such traffic growth is independent of facility construction, the No-Build Alternative has the greatest long-term adverse impact by leading to the greatest traffic congestion in Tualatin in the year 1998.

Socioeconomics. There are no major socioeconomic net impacts over the short or long term. In the short term the major economic impact is payment of tax dollars for land and roadway construction for alternatives 1 and 2. Over the longer term residnets must decide how to adjust local tax revenues to adjust for lost assessments from properties acquired for right of way either by a slight increase in tax rate or a slight reduction in level of public services provided.

Air Quality. Both Alternatives 1 and 2 will have localized short-term adverse air quality impacts for total suspended particulate carbon monoxide and lead due to: earthmoving operations, construction vehicles and construction workers trips, and added congestion due to construction traffic and temporary street closings hindering normal trip patterns. Over an intermediate term, Alternative 1 and especially Alternative 2 will have air quality benefits (particularly for carbon monoxide) by allowing more even movement of traffic with less idling and stop and go movements; however, in the long term, as for traffic impacts, congestion levels will reduce air quality emissions. The intermediate term benefits have importance, since such years represent times when a considerable fraction of vehicles, will emit larger quantities of carbon monoxide than by the year 1998.

Noise. both short-term and long-term impacts of Alternatives 1 and 2 are adverse with respect to noise. Both Alternatives 1 and 2 will generate construction noise in the short term and in the longer term will lead to higher operating speeds (generating greater noise levels relative to the No-Build). Alternative 2 will specifically lead to a greater noise exposure to residential uses along Tonka Street even through long-term use of those parcels is expected to be more noise compatible (commercial).

Geology and Soils. Both Alternatives 1 and 2, with the extension of the roadway alignment through the vacant property west of SW Boones Ferry Road will

remove Class II and III soils from potential agricultural use and from open space by committing the land for use as roadway. It is noted that although this land contains agricultural soils, the City of Tualatin has planned this area for industrial development. Therefore, the long-term productivity of the land would be altered in the future, with or without the Build Alternatives.

Hydrology and Water Quality. Both short-term and long-term adverse water quality impacts will be generated by Alternatives 1 and 2. In the short term, construction impacts will lead to increased sedimentation, while long-term impacts will occur from increased amounts of water pollutants, particularly lead, grease, and oil.

Biology/Visual. Long-term impacts of Alternatives 1 and 2 to the open land in the western portion of the project limits will be loss of grassland and a small amount of wetland habitat; however, the present industrial zoning of such land indicates that a similar loss would be expected under the No-Build Alternative.

Energy. Alternatives 1 and 2 will produce a significant short-term impact due to energy consumption in earthmoving and paving operations. As in traffic impacts, both Alternatives 1 and 2 (and especially Alternative 2) will lead to a savings in energy due to diminished congestion, allowing more efficient operating speeds; however, long-term impacts would be neutralized by further congestion as traffic volumes continues to grow.

Cultural Resources. The project will not adversely impact known cultural resources i the short term or long term.

7. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The following irreversible changes are associated with implementing the Build Alternatives:

Roadway encroachment into land containing soils with agricultural potential (Alternative 1, six acres; Alternative 2, 3 acres).

Commitment of vacant land to a transportation use (Alternatives 1 and 2, but greater quantity with Alternative 2).

Partial removal of the existing grove of mature trees at the intersection of SW Nyberg Road and Martinazzi Avenue (Alternatives 1 and 2).

Commitment of approximately 1600 cubic yards of fill material (Alternative 1).

Commitment of approximately 6000 cubic yards of fill material (Alternative 2).

Consumption of energy for construction process and through increased energy intensive activity stimulated by increased transportation system capacity.

Loss of parking spaces in the downtown Tualatin Area (Alternative 1 only).

8. COMMENTS AND RESULTS

There were 10 written comments received from public agencies, businesses and private individuals on the Draft Environmental Impact Statement. Several of these letters require responses which follow. Complete copies of these letters can be found in the appendix.

On April 23, 1979 a public hearing was held at the Tualatin City Hall. Forty-five people attended and major comments and recommendations received at that meeting can be found in the "Public Hearing Results" section, 1.8 of this document.

Index of Comments Received	Responses - Page
US Department of the Interior	68
Oregon Deparemtn of Environmental Quality	69
Tualatin Rural Fire Protection District	70
Burlington Northern Railroad	71
Dr. Jeff W. Roberg, Evergreen Veterinary Clinic	71
US Department of the Army	No Response Required
Oregon Division of State Lands	No Response Required
Oregon Department of Fish and Wildlife	No Response Required
The Hervin Company	No Response Required
Fred Meyers Properties, Inc.	No Response Required

Department of the Interior

Comment:

To clarify the ambiguity between statements on archeology on pages 102 and 106, we believe an archeological reconnaissance survey should be conducted in consultation with the State Historic Preservation Office p to selection of an alternative in order to ensure compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the DOT Act.

Response:

Although archeological sites may exist in the project area, it is not feasible to conduct archeological reconnaissance surveys prior to selection of an alternative for the following reasons:

1. In general, there is little difference in site potential among various alternatives. Background research of the area's prehistory and surface distribution of archeological materials would indicate presence of a site over sufficient ground to encompass all alignment.

2. The possibilities for discovery of properties with National Register potential are unlikely in salvage of underground sites, which is the location of over 99% of Oregon's archeological resources. Consequently, Section 106 of the National Historic Preservation Act is seldom applicable.

3. From the time a draft environmental impact statement is written until the contract is let for construction, a project may undergo major changes such as realignment or downscoping to an overlay of the existing roadway. For a variety of reasons, including availability of funding or changes in traffic requirements, a project may be completely eliminated. The only way to be certain that only project affected land is surveyed and the expense justified, is to survey after the alignment is secure.

4. The scheduling of archeological reconnaissance surveys is subject to available manpower, adequate funding, and in some areas of the state, weather conditions such as heavy snow cover. At the present time, the archeologist under contract to the Oregon Department of Transportation is employed full time on highway projects. Surveying all alternatives and performing any required site exploration would add immeasurably to the workload, necessitating a much larger staff and additional funding. Except for the rare above-ground archeological features, changing an alignment is less practical than proceeding with the original project after salvaging materials and information.

Oregon Department of Environmental Quality

Comment:

Additional information related to maximum traffic levels will have to be supplied. The DEIS does not address this issue. The following points under OAR 340-20-129(4) should be addressed with respect to maximum traffic levels: d, e, f, and n.

Response:

Based on information available for the project area, the determination of maximum traffic levels for the freeway traffic and the arterial streets require different factors for proper description. The maximum day for freeway traffic is 145 percent of the average daily traffic (ADT) while during the same time, traffic on the arterials would be 128 percent of the ADT. Arterial streets would reach 131 percent of the ADT on the maximum day while the freeway would carry 123 percent of its ADT during this maximum day.

These same factors may also be applied to the peak 8-hour traffic to determine the maximum 8-hour period of the year.

Comment:

The noise impacts from the Nyberg Road bypass project were adequately presented in the Draft E.I.S.; however, the discussion of the noise mitigation measures for this project was not satisfactory. The Draft offered no encouragement that residential property would receive noise mitigation. The soundproofing of homes, the only viable mitigation measure for some homes, was not discussed. The Final E.I.S. should discuss this mitigation measure.

Response:

Soundproofing is a viable mitigation, however State funds cannot be expended for soundproofing private dwellings. It would be up to the homeowner to soundproof their homes. Recent studies have determined that providing sound walls or berms would not be a cost effective noise mitigation (see Section 4.5).

Comment:

The Noise Section further recommends that the Tualatin City Land Use Planning Department be informed about the noise impacts from the Martinazzi Avenue extention to Sacert Street, so they may take steps to prevent noise impacts to future residential property in the area zoned for multiple family development.

Response:

Figure 16 following page 46 (Section 3.5) shows that the L_{10} dBA contour would extend approximately 200 feet on either side of the centerline of the Martinazzi extenstion. This information will be made available to the City of Tualatin Planning Commission.

Tualatin Rural Fire Protection District

Comment:

Alternative 2 creates a problem to any emergency responses east on Nyberg Road because traffic flow to the east is blocked at Martinazzi and diverted south to the bypass road. This bottleneck will increase response time considerably. It is our recommendation that opticom preemption controls be installed at all the signals and added to the costs of the project.

Response:

Preemption signals will be installed at five locations including Nyberg and I-5 exits, Nyberg Road and Martinazzi Road; Nyberg Road and SW Boones Ferry Road, Tualatin-Sherwood Bypass and Boones Ferry Road and Martinazzi and Tualatin-Sherwood Bypass. (See page 33, Selected Alternative.) The funds for external devices and work required to reconstruct or revise existing facilities will be the responsibility of the Fire District.

Comment:

One acre of land should be acquired at the intersection of Martinazzi and the Bypass Highway for relocation of the Tualatin Fire Station with the cost of acquisition assigned to the project.

Response:

There is no legal basis to justify the purchasing of the requested parcel of property. With the inclusion of the preempt signals, the project will not

adversely affect the response capabilities from the existing location and, in fact, will probably improve the situation. (See page 33, Impacts on Selected Alternative.)

Burlington Northern Railroad

Comment:

The existing Sherwood Road grade crossing of our Oregon Electric Main Line is to be closed and a cul-de-sac is to be constructed.

Response:

Development plans for the vacant property north and south of the existing Tualatin Sherwood Highway have not been finalized and therefore, the location for a cul-de-sac may not be consistant with future plans. Following construction of the new alignment, the corssing at the old highway will be eliminated and a guardrail barrier will be placed at the eastern end of the road.

Comment:

The new grade crossing of our tracks will be protected by cantilevered automatic flashing lights intertied with traffic lights at the adjacent street crossing.

Response:

The project is designed to include automatic railroad protection devices at the grade crossing on the Bypass Road.

Dr. Jeff W. Roberg, DVM

Comment:

It is my recommendation with regard to the proposed changes for the Tualatin Sherwood Road to make a turn lane for 89th Avenue.

Response:

The Selected Alternative has provided for a left turn lane refuge in its proposed design. (See Figure 6.)

Comment:

We feel that there is currently a blind curve just east of our driveway that is very dangerous to people turning into our drive. Perhaps straightening out the curve, allowing for a yellow painted island or a left hand turn lane may be helpful.

Response:

Figure 6 shows that the design for the Selected Alternative has provided adequate sight distance to meet the required standards and removes the existing hazardous conditions.

9. REFERENCES: PERSONS, ORGANIZATIONS, AND PUBLICATIONS CONSULTED

This Environmental Impact Statement was prepared by Earth Metrics Incorporated under contractual agreement with the Oregon Department of Transportation. Earth Metrics has no financial interest whatsoever in the approval or disapproval of the proposed project.

The Earth Metrics staff who participated in this work includes the following persons:

C. Michael Hogan, Ph.D., President and Program Director
Kay Ransom, M.R.C.P., Vice President and Project Manager
David Crimp, M.S.
Bruce Ross, M.S.
Ronald Rose, M.S.
Michelle Laursen, B.C.
James Kellner, B.S.
Russell Willis, B.S.
Marc Papineau, B.S.
Peggy Iler, A.A.
Alan Ayco, B.S.

In addition continuous assistance was provided by the Oregon Department of Transportation particularly from Mr. Ronald Kleinschmit, Project Coordinator, Mr. Craig Markham, Mr. James McClure, Mr. Gary Waltenbaugh, Mr. Cam Gilmore, and Mr. Tony George. Also, Mr. Wink Brooks and Ms. Yvonne Addington of the City of Tualatin provided much local assistance. The base map used throughout the report was taken from the City of Tualatin Urban Renewal Plan and adjusted and modified as necessary for the purpose of this study.

APPENDIX A

Comments on the Draft Environmental Impact Statement

United States Department of the Interior

OFFICE OF THE SECRETARY

PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

May 14, 1979

ENVIRONMENTAL SECTION
May 16, 1979

ER-79/315

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt, Region 1
R. N. Bothman, Region 1
Bill Geibel, Dist. 2a
Jef Kaiser, Region1
Wally Bryant, FHWA
Glen Green, FHWA

Dear Mr. Green:

In response to a recent request from the Oregon Department of Transportation, we have reviewed the draft environmental statement for Nyberg Road and Bypass Alternatives (SW 89th Avenue to I-5), City of Tualatin, Washington County, Oregon.

In general, the draft statement adequately covers the subjects for which this Department has jurisdiction and review expertise. We note, however, the two build alternatives could possibly impact wetlands associated with Hedges Creek and/or Nyberg Creek. Accordingly, our comments do not preclude an additional and separate evaluation by the U. S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U. S. Coast Guard and/or the Corps of Engineers, U. S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P. L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement, and other authorities. In review of permit applications, the Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources.

Additionally, we noted (page 102) that, "depending upon the alternative selected and the final design of the project, an archeological reconnaissance survey may be required prior to construction." Then, page 106 states that "the project will not adversely impact cultural or historic resources in the short term or the long term." To clarify this ambiguity, we believe an archeological reconnaissance survey

should be conducted in consultation with the Oregon State Historic Preservation Office (SHPO) prior to selection of an alternatives in order to ensure compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the DOT Act. A letter from the SHPO should be included in the final statement as evidence of this compliance.

Thank you for this opportunity to comment on the subject draft environmental statement.

Sincerely yours,

Charles S. Polityka
Regional Environmental Officer

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-3

17 April 1979

Mr. Gary A. Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

We have reviewed the Draft Environmental Impact Statement for the S. W. 89th Avenue - Interstate 5 Nyberg Road and Bypass Alternatives, Washington County, Oregon. We have no comments with respect to the Corps areas of responsibility of flood control, navigation, hydropower, and permits.

Thank you for the opportunity to review the draft environmental statement.

ENVIRONMENTAL SECTION
April 19, 1979

Sincerely yours,

J. C. HUETTER
Acting Chief, Engineering Division

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Bill Geibel
Jef Kaiser
Wally Bryant
Glen Green, FHWA

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

RECEIVED
APR 04 1979
DIVISION OF STATE LANDS

PNRS STATE REVIEW

APR 13 1979

Project #: 7903 4 780 Return Date: _____

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

- A response is required to all notices requesting environmental review.
- OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By [signature]

...REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

...Environmental Quality
RECEIVED
MAR ... 1979

PNRS STATE REVIEW

Project #: 7903 4 780 Return Date: _____

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

Comments Attached

Agency DEQ

DEPARTMENT OF ENVIRONMENTAL QUALITY
NOISE POLLUTION CONTROL SECTION COMMENTS
DRAFT ENVIRONMENTAL IMPACT STATEMENT
S.W. 89th AVENUE - 15, NYBERG ROAD
AND BYPASS ALTERNATIVES
(7903-4-780)

The noise impacts from the Nyberg Road bypass project were adequately presented in the Draft E.I.S.; however, the discussion of the noise mitigation measures for this project was not satisfactory. The Draft offered no encouragement that residential property would receive noise mitigation. The soundproofing of homes, the only viable mitigation measure for some homes, was not discussed. The Final E.I.S. should discuss this mitigation measure.

Recommendations

From the information presented in the Draft, the Noise Pollution Control Section recommends Alternative 1 be carried forward to the Final E.I.S. as the preferred "Build" alternative. Alternative 1 would impact the least number of homes and would concentrate noise impact into one corridor. Alternative 2 would impact the most number of homes, would divide the noise into two corridors, and would extend the noise impact further to the south into proposed residential areas. Indeed in some respects, the "No Build" alternative is preferable to Alternative 2.

The Noise Section further recommends that the Tualatin City Land Use Planning Department be informed about the noise impacts from the Martinazzi Avenue extention to Sacert Street, so they may take steps to prevent noise impacts to future residential property in the area zoned for multiple family development.

Norman L. Jette:sjt
5/1/79

STATE OF OREGON

DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

TO: Oregon Department of Transportation DATE: April 30, 1979

FROM: Department of Environmental Quality

SUBJECT: Comments on Draft Environmental Impact Statement for S.W. 89th Avenue - Interstate 5 Nyberg Road and Bypass Alternatives

In order to meet the informational requirements of the Indirect Source Rules for Highway Sections, additional information related to maximum traffic levels will have to be supplied. The DEIS does not address this issue. The following points under OAR 340-20-129(4) should be addressed with respect to maximum traffic levels: d, e, f, and n.

The Department understands that Martinazzi Avenue will likely be extended between S.W. Nyberg Road and S.W. Sagert Street. We, therefore, recommend its incorporation into the Final Environmental Impact Statement (FEIS).

HH:kmm

...AND REVIEW SYSTEM

STATE CLEARINGHOUSE

SW 6TH AVE - INTERSTATE 5
NY... Road & Bypass Act.

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

MAY 04 1979

PNRS STATE REVIEW

Project #: 7903 4

EXTENDED TO 5/4

Return Date: ~~APR 20 1979~~

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - -

REMARKS

SEE COMMENTS ATTACHED!

Agency F.S.H. & Wildlife

Jerry MacLeod
05/03/79 Environmental Management Section

OREGON DEPARTMENT OF FISH AND WILDLIFE

comments on

S.W. 89th Avenue - Interstate 5

Nyberg Road and Bypass Alternatives

Draft Environmental Impact Statement

PNRS 7903-4-780

The Draft Environmental Impact Statement for the Nyberg Road and Bypass Alternatives adequately addresses the impacts of the two build alternatives on fish and wildlife resources.

The Oregon Department of Fish and Wildlife recommends selection of alternate 2 since it will have the least impact on adjacent wetlands. We request that further planning and construction be coordinated with our District Wildlife Biologist, Gene Herb, 2801 15th Place, Forest Grove, Oregon, 97116, 229-5104.

bc: Bill Saltzman
Gene Herb
Jay Massey

caterers to pets

THE HERVIN COMPANY P. O. BOX 168 TUALATIN, OREGON 97062 PHONE 503-638-4151

April 26, 1979

Ron Kleinschmit
Project Coordinator
Metropolitan Branch
Oregon Department of Transportation
5821 NE Glisan
Portland, OR 97213

Re: Comments on the SW 89th Avenue - Interstate 5 - Nyberg Road and Bypass Alternatives

Dear Mr. Kleinschmit:

Alternate #1 - Widen Nyberg Road

The Hervin Company opposes Alternate #1 because of the following:

a. It would not be in the best interest of the City or the safety of citizens to increase the traffic flow through Nyberg Road.

b. The turn lanes on Nyberg Road would be unsafe due to the high level of traffic.

c. The widening of Nyberg Road would reduce the Hervin Company parking spaces from 128 to 48 which is a reduction in parking of approximately 65 percent and would not be adequate for the 140 employees of the Hervin Company. Zoning ordinance requires one parking space for every two employees.

d. The daily average of trucks to the Hervin Company is 25. These would be crossing a lane of oncoming traffic to enter the plant.

e. This alternatives does nothing to reduce the flow of traffic going to outlying areas.

f. The Environmental Impact Statement of March 15, 1979, Figure 14, shows the existing noise contours of 1978. The 1978 contour shows the administrative offices of the Hervin Company to be subject to 65 - 75 DBA while Figure 16, Alternative #1 for 1998 shows 75 - 80 DBA which would not be an acceptable noise level for office workers.

g. Road vibrations can now be felt in the administrative office from heavy traffic on Nyberg Road. It would be assumed that moving Nyberg Road rightaway 32 feet to the south would only increase this problem.

Alternate #2 - Bypass

The Hervin Company supports Alternate #2 because of the following:

a. Eliminates all traffic going to outlying districts on Nyberg Road.

b. Reduced noise and conjestion in downtown area.

c. Does not require trucks entering the plant to cross lane of oncoming traffic.

d. Alternate #2 is compatible with the 1972 City of Tualatin Approved Master Plan of the Hervin Company's expansion program. The truck dock was located on the south side to enter the proposed bypass road by direction from the Architectural Review Board.

Sincerely,

THE HERVIN COMPANY

Rodney Burroughs, Director
Manufacturing & Engineering

sah

234-1959
(160)

Fred Meyer Properties, Inc.

3800 S.E. Twenty Second Ave.
Portland, Oregon 97202

April 25, 1979

Mr. Robert N. Bothman, Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: S.W. 89th Ave, - Interstate 5 - Nyberg Rd.

Dear Mr. Bothman:

Fred Meyer Properties, Inc. would like to go on record endorsing alternate 2 of proposed referenced bypass. Our project has been designed on this alternate being built.

The traffic on Nyberg is a great concern to our company but we feel the bypass will greatly improve access through the city, enhance the shopability of the downtown core and improve access to K-Mart and Fred Meyer centers.

We urge a speedy resolution to this matter and efforts made to adhere to scheduling will be greatly appreciated.

Please advise us if any modification to plans, grades, or scheduling occur.

Truly yours,

Roy M. Whitman
Assistant Vice President
Director of Engineering

Rmw/gc

TUALATIN RURAL FIRE PROTECTION DISTRICT
P.O. BOX 127 • TUALATIN, OREGON 97062 • PHONE 682-2601 • RUSSELL WASHBURN, CHIEF

April 24, 1979

Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Subject: S.W. Nyberg Road and Bypass Alternatives, City of Tualatin

Dear Sir:

Tualatin Fire District appreciates the opportunity to comment on the proposed street bypass alternatives within the City of Tualatin. All three of the alternatives will have considerable effect on emergency responses out of our Tualatin Fire Station.

Traffic congestion on Nyberg Road between Martinazzi Avenue and S.W. Boones Ferry Road is so bad at certain hours of the day, our fire apparatus cannot get onto or use Nyberg Street for responses. For this reason, the no build alternative and alternative #1 are not acceptable. We are in favor of alternative #2. Alternative #2 does create a problem to any emergency responses east on Nyberg because traffic flow to the east is blocked at Martinazzi and diverted south to the bypass road. This bottleneck will increase our response time considerably. This could be offset somewhat by allowing traffic control of all of the traffic signals in this area by the fire department. It is our recommendation that Opticom Pre-emption be installed in all the signals and the cost of the installation be part of the project.

This alternative, in conjunction with the City of Tualatin's local planning goals, will eventually necessitate the moving of our fire station to a better location. The City of Tualatin's growth is to the south and on both sides of Interstate 5 from downtown Tualatin. In order to eliminate traffic congestion and speed up our response time to the residents in the that area, we will have to relocate. The best location would be the intersection of Martinazzi and the bypass road.

To summarize, the Tualatin Fire District recommends the following:

1. That alternative #2 be accepted with Opticom pre-emption controls in all the traffic signals for control by fire department vehicles.

2. That one acre of land be acquired at the intersection of Martinazzi and the bypass road for the relocation of the fire district's Tualatin station.

This would not eliminate the need for control of traffic signals, but would speed up all emergency responses to the residents of the Tualatin area. This cost should also be part of the project costs.

Sincerely,

Russ Washburn

Russ Washburn
Chief

RW:dm

EVERGREEN VETERINARY CLINIC
8970 S. W. TUALATIN SHERWOOD ROAD
TUALATIN, OREGON 97062
• Telephone: (503) 638-8431

MA PDM PDE TSE SPC
ODOT - METRO
APR 16 1979
AM PPS FILE T/A

April 11, 1979

Mr. Ron Kleinschmidt
Department of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

RE: S.W. 89th Avenue - Interstate 5
Nyberg Road and Bypass Alternatives

Dear Mr. Kleinschmidt:

My property is located at the Westerly end of the proposed bypasses and just West of 89th Avenue. It would be my recommendation with regard to the proposed changes for the Tualatin Sherwood Road to make a turn lane for 89th Avenue. We have experienced a great many people turning around in our private driveway because the street is not well marked at the present time and feel that a turn lane for 89th might alleviate the problem of excessive turn around cars and trucks.

We also feel that there is currently a blind curve just East of our driveway that is very dangerous to people stopping to turn into our parking lot. Perhaps straightening out the curve, allowing a yellow painted island, or a left-hand turn lane might be helpful.

Thank you for consideration of our ideas.

Sincerely,

Jeff M. Roberg, DVM

JMR:ar

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 221-1300

March 29, 1979

Mr. Ronald J. Kleinschmit
Project Coordinator
Metropolitan Branch
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Sir:

Re: S. W. 89th Avenue - Interstate 5
Nyberg Road and Bypass Alternatives
City of Tualatin

As discussed in our conversation at the information hearing March 27, we have three principal concerns with regard to this project.

1. The existing Sherwood Road grade crossing of our Oregon Electric main line is to be closed and a cul-de-sac constructed.

2. The new grade crossing of our tracks will be protected by cantilevered automatic flashing lights and gates intertied with traffic lights at the adjacent street crossing.

   (The above two points were established at the Technical Advisory Committee meeting on February 28, 1978).

3. Alternative No. 2 would be preferable since it would isolate a smaller portion of the Tube Forging property and facilitate serving their property with an industry spur track. Also, it would leave Nyberg Road available for local vehicular traffic.

Yours very truly,

C. F. INTLEKOFER
Director, Engineering

R. A. Osborne

By: R. A. Osborne
Staff Assistant

RAO/fc

cc: Mr. J. W. Wicks
Mr. J. G. Edwards

TUALATIN-4

APPENDIX B

Correspondence

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

July 6, 1979

Mr. Gary A. Potter
Oregon Department of
Transportation
Environmental Section
412 Transportation Building
Salem, OR 97310

Re: S.W. 89th Avenue-Pacific
Highway (I-5)
Nyberg Road
Determination of Consistency

Dear Mr. Potter:

Based upon the information submitted by your staff for the above referenced project, the Department has determined that it would be consistent with the State Implementation Plan.

Please refer any questions regarding this matter to me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:nlb
cc: Ron Kleinschmit, ODOT-Metro

RECEIVED
ENVIRONMENTAL SECTION
JUL 9 1979

Referred to Manager
Proj. Coord. ✓ Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

APPENDIX C

Resolutions

RESOLUTION NO. 544-79

A RESOLUTION DECLARING THE COUNCIL'S SELECTION OF ALTERNATIVE 2: TUALATIN-SHERWOOD BYPASS OF THE S.W. 89th AVENUE/ INTERSTATE 5/NYBERG STREET AND BYPASS ALTERNATIVES DRAFT ENVIRONMENTAL IMPACT STATEMENT

BE IT RESOLVED by the City Council of the City of Tualatin.

WHEREAS the City Council has conducted a public hearing on the Draft Environemntal Impact Statement for the S.W. 89th Avenue-Interstate 5/Nyberg Street and Bypass Alternative, and

WHEREAS the majority of the testimony presented was in favor of Alternative 2: Tualatin-Sherwood Bypass, and

WHEREAS the City of Tualatin Urban Renewal Advisory Committee and the Tualatin Planning Advisory Committee have formally supported Alternative 2: Tualatin-Sherwood Bypass, and

WHEREAS the selection of Alternative 2: Tualatin-Sherwood Bypass is consistent with existing and proposed comprehensive plans of the Urban Renewal Agency and the City of Tualatin.

NOW THEREFORE BE IT RESOLVED, that the City of Tualatin does hereby endorse Alternative 2: Tualatin-Sherwood Bypass in the Draft Environmental Impact Statement, S.W. 89th Avenue/Interstate 5/Nyberg Street.

INTRODUCED AND ADOPTED this 14 day of May, 1979.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
Recorder

APPENDIX D

Wetlands Finding

WETLANDS FINDING FOR SELECTED ALTERNATIVE

This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located on the SW 89th to Interstate-5, Tualatin section of the proposed project. All practicable measures to minimize harm to the wetlands which may result from such use are also described. This finding is made in accordance with the requirements of Executive Order (EO) 11990 on the Protection of Wetlands, dated May 24, 1977.

Description of the Project

The SW 89th to I-5, Tualatin project is designed to improve the traffic circulation and reduce congestion along Nyberg Road in Tualatin by separating the local and business traffic from the trhough traffic to I-5. A description of the Tualatin Sherwood Bypass Alternative can be found in the Project Description, Selected Alternative section on page 1.

Description of the Wetlands Affected

Two wetland areas have been identified in the project area. The larger area, located west of SW Boones Ferry Road on the Hedge Creek drainage contains 46 acres of marshes and swamps. A smaller wetland east of the highway contains 12 acres. There has been considerable disturbance to the smaller wetlands area by private construction in the area. A more comprehensive description of the wetland areas can be found in Section 3.8 of the FEIS, page 53.

Only 0.15 acres of the total 58 acres in the project area will be affected by highway construction. One area (0.05 acres) has a sparse growth of tall grass and scattered rushes. The remainder of the affected areas are ditch wetlands which are often dry. The filling of these areas is required to provide for road slopes. These impacted wetland areas are insignificant being marginal in value as habitat because of their small size and isolation from the well developed, larger marshes located in the project area as mentioned above. No other wetland areas will be directly affected by the construction or operation of this project.

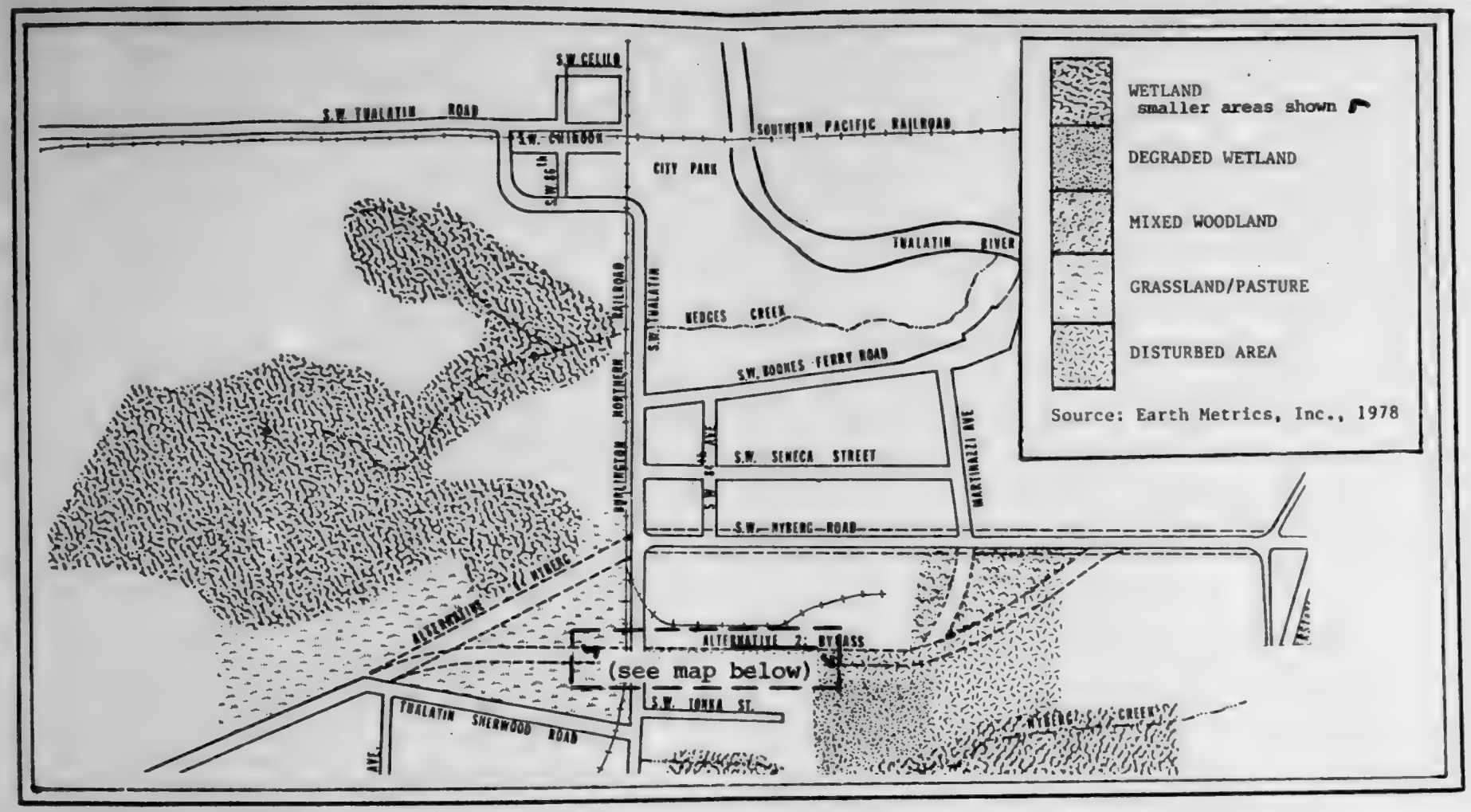
Alternatives Proposed and Minimization of Drainage

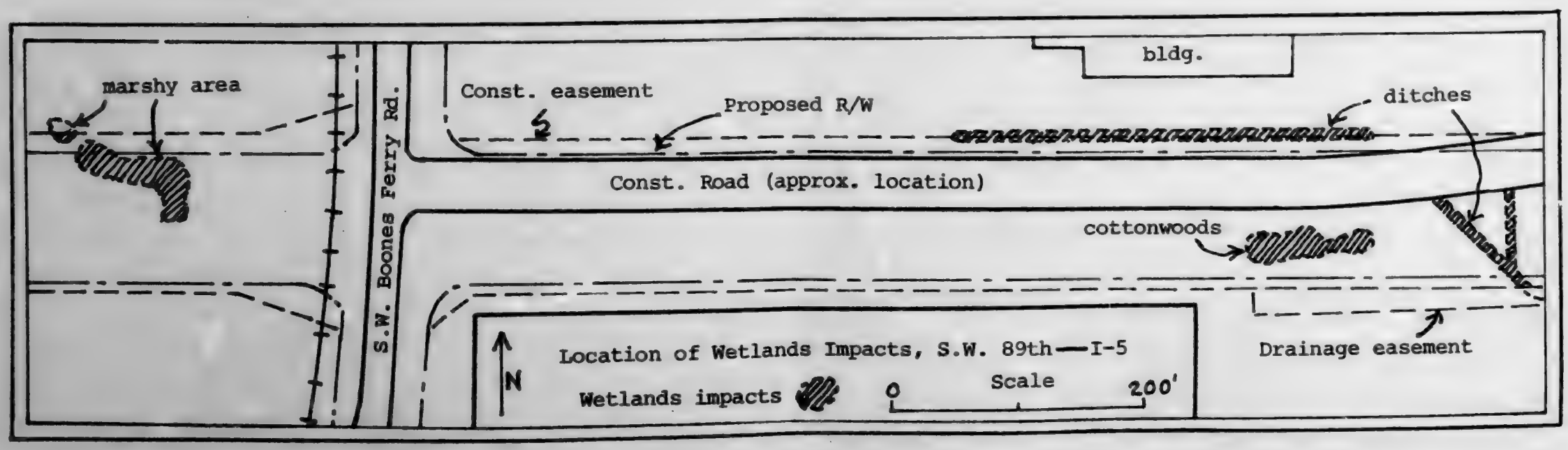
Alternative 2 (selected) will have the least affect on the wetlands of the two Build Alternatives. The project will pass between the two wetlands mentioned above on slightly higher ground. There will be no direct impacts on the large wetlands in the project area. The Selected Alternative is also the best alternative to meet the goals of the project.

The most important action toward minimizing wetlands impacts has been to select a route avoiding the larger areas. Therefore there is no direct impact on these areas which are valuable habitat and open space. To minimize the affects of highway construction on the wetlands, standard techniques will be used to control runoff, erosion and siltation within the project area.

Conclusion

The above factors and considerations establish that there is no practicable alternative to construction in the wetlands located in the SW 89th-Interstate 5 Bypass project area, and that the highway proposal includes all practical measures to minimize harm to the wetlands which may result from such use.


S.W. GELLER
S.W. TUALATIN ROAD
S.W. CHITWOOD
S.W. 85th
CITY PARK
SOUTHERN PACIFIC RAILROAD
TUALATIN RIVER
HEDGES CREEK
S.W. TUALATIN
BURLINGTON NORTHERN RAILROAD
S.W. BOONES FERRY ROAD
S.W. SENECA STREET
S.W. 84th AVE
MARTINAZZI AVE
S.W. HYBERG ROAD
ALTERNATIVE 2: BYPASS
(see map below)
S.W. IOWA ST.
TUALATIN SHERWOOD ROAD
AVE.
HYBERG CREEK
WETLAND
smaller areas shown
DEGRADED WETLAND
MIXED WOODLAND
GRASSLAND/PASTURE
DISTURBED AREA
Source: Earth Metrics, Inc., 1978


marshy area
S.W. Boones Ferry Rd.
Const. easement
Proposed R/W
bldg.
ditches
Const. Road (approx. location)
cottonwoods
Drainage easement
N
Location of Wetlands Impacts, S.W. 89th—I-5
Wetlands impacts
Scale
0
200'

9375

ME

ok/R

DRAFT FOR GOVERNOR ATIYEH

November 5, 1979

TO: The Honorable Norm Smith

BY: R. N. Bothman

FOR: H. S. Coulter

You requested that I and members of the Oregon Department of Transportation staff give our comments concerning funding of the Southwest 89th Avenue/Pacific Highway project in Tualatin. This is a city project funded with Federal Aid Urban and Interstate Transfer monies that are assigned to the Metropolitan Service District area. Projects built with these funds must be initiated by local jurisdictions and the funds authorized by the regional planning body (Metropolitan Service District).

The Oregon Department of Transportation is developing this project for the City of Tualatin using these locally controlled funds. According to the existing MSD procedures, ODOT cannot proceed with the project until funding has been authorized for construction. The city has made a request of MSD for construction funds.

I understand that ODOT, MSD, Washington County, and the City of Tualatin have worked together to transfer enough funds from another project to continue design work until the construction funding is accomplished.

Additionally, I have been informed by the Oregon Department of Transportation staff that a revision to the process at MSD for managing cost increases has been developed for MSD Council approval. That should provide enough local jurisdictional flexibility to allow ODOT, Washington County, and Tualatin to fund this project.

RNB:ke

11-6-79 orig. to Bothman

cc: Senator Mike Ragsdale
Fred B. Klaboe
Ted Spence
Ron Kleinschmit
Honorable Miller Duris
Honorable Virginia Dagg
Honorable Jim Fisher
Michael A. Borresen
Corky Kirkpatrick
Craig Berkman
Donna Stuhr
Robert Bothman
Charlie Williamson
William Ockert
Honorable Roy Rogers
Tualatin City Council
Honorable Marge Stewart
Sherwood City Council
Yvonne Add...gton

NORM SMITH
WASHINGTON COUNTY
DISTRICT 7

REPLY TO ADDRESS INDICATED:

☐ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310

☐ 9705 S.W. 75TH AVENUE
TIGARD, OREGON 97223

RECEIVED
STATE HWY ENGR
OCT 26 '79
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

COMMITTEES
VICE CHAIRMAN:
ENVIRONMENT AND ENERGY
MEMBER:
JUDICIARY

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

MA PDM PDE TSE SPC
ODOT - METRO
OCT 29 1979
AM PPS FILE T/A

October 25, 1979

Mr. Rick Gustafson, Executive Officer
Metropolitan Service District
527 S.W. Hall Street
Portland, Oregon 97201

Re: S.W. 89th Avenue - Pacific Highway Project (Tualatin-Sherwood Road By-pass)

Dear Rick:

On October 9, Yvonne Addington the City Administrator for Tualatin wrote to you concerning the above highway project. Because I feel this is one of the top transportation priorities in my legislative district I am following it up with this letter to you and all of the parties she copied.

I wish to express my personal support for the project, and I can corroborate the complaints of local citizens, a sample of which was attached to Yvonne's letter. I have seen and experienced the problem first hand, and I seek action now.

I would appreciate a reply to this letter from all of the persons copied, who have had any role in the decision process. Thank you very much for this courtesy.

Very truly yours,

Norm Smith
State Representative

NJS:kms
cc: Governor Victor Atiyeh
Senator Mike Ragsdale
Fred B. Klaboe
Ted Spence
Ron Kleinschmidt
Honorable Miller Duris
Honorable Virginia Dagg
Honorable Jim Fisher
Michael A. Borreson
Corky Kirkpatrick
Craig Berkman
Donna Stuhr
Charlie Williamson
William Ockert
Honorable Roy Rogers
Tualatin City Council
Honorable Marge Stewart
Sherwood City Council
Yvonne Addington

RECEIVED
DOT DIRECTOR
OCT 26 '79
REFER TO
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Info
Invest
R/D
D/R
Sign
Act
File

CITY OF TUALATIN

18880 SW MARTINAZZI AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-8891

October 9, 1979

Mr. Rick Gustafson, Executive Officer
Metropolitan Service District
527 S.W. Hall Street
Portland, OR 97201

Dear Mr. Gustafson:

S.W. 89th AVENUE - PACIFIC HIGHWAY
PROJECT (TUALATIN-SHERWOOD ROAD
BY-PASS)

This letter is sent to request you to do whatever is necessary to get the above named project under construction at the earliest possible time.

The project was begun in 1966 by the City of Tualatin, Washington County and the State Highway Department who determined the need for better traffic facilities between the I-5 Freeway and the Pacific Highway. The state cost estimate at that time for a two lane facility was $245,000., plus $75,000. right-of-way costs. The project has now been expanded to a four lane facility and estimated costs given at a public hearing on April 23, 1979 by the State were between $1.2 and $1.4 million.

At a Washington County Public Officials Caucus meeting held last month, Mike Borreson of the Washington County Public Works Department indicated that cost over runs were jeopardizing the project which is the NUMBER ONE PRIORITY for Washington County road projects. He said this as he was announcing that $20. million dollars was available from a different pot of money for other new projects, but that the by-pass project would not be funded from those funds and the project just might not go at all.

The problems now suffered by the citizens and business people of the Tualatin area are not all the City of Tualatin's making.

Washington County zoned huge land areas west of the City for industrial use and has allowed it to develop even though the City has been choking on the traffic as it tries to get through Tualatin to I-5 Freeway.

Metropolitan Service District (or CRAG) rejected the City of Tualatin's attempts to reduce the Urban Growth Boundary to the west because a traffic consultant engineer advised that existing streets could not handle the development.

The City of Sherwood is allowing extensive industrial development which funnels through Tualatin to I-5 Freeway.

NOTED
F. D. KLABOE

We have daily complaints from citizens and businesses who are suffering from this. (Sample letter attached.)

I could go on all day to justify the needs, but that has already been done by the City, County, State and Federal agencies. The City has cut back on the total distance of the project, has obtained over one-half of the right-of-way without cost, and has the local matching funds in the bank which we have agreed to pay for Washington County. If there are continued delays, the City may not be able to cover the match.

I don't know exactly where the buck stops or what has to be done to get this project going, so copies of my letter to you are being sent to persons we feel may be of help to you and the City in this matter. I will be glad to show you and any other the problem first hand.

THE PROJECT IS READY TO GO NOW. Please do what you can to get it underway. If we can be of any assistance, please feel free to call.

Very truly yours,

Yvonne L. Addington

Yvonne L. Addington
City Administrator

YLA/ma

Attachments

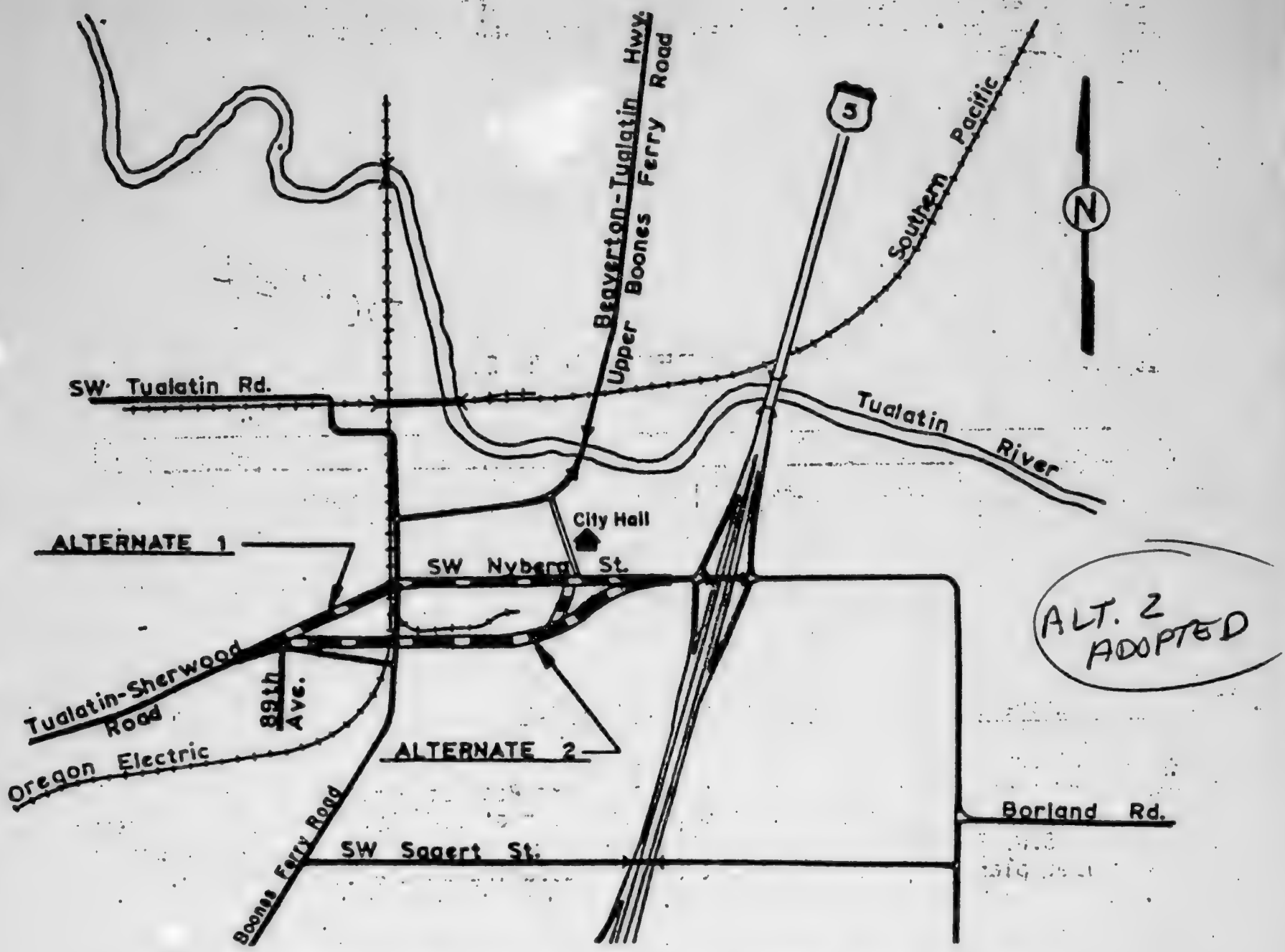
CC: Governor Victor Atiyeh
State Senator Mike Ragsdale
State Representative Norm Smith
Oregon Department of Transportation:
~~Fred~~ B. Klaboe, Director
Ted Spence, Policy and Planning Coordinator
Ron Kleinschmidt, Project Manager
Washington County Board of Commissioners
Michael A. Borreson, Project Development Engineer, Washington County
Metropolitan Service District Councilors:
Corky Kirkpatrick
Craig Berkman
Donna Stuhr
Charlie Williamson
William Ockert, Director MSD Transportation Division
Mayor and Council, City of Tualatin
Mayor and Council, City of Sherwood

RECEIVED
DOT DIRECTOR
OCT 15 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

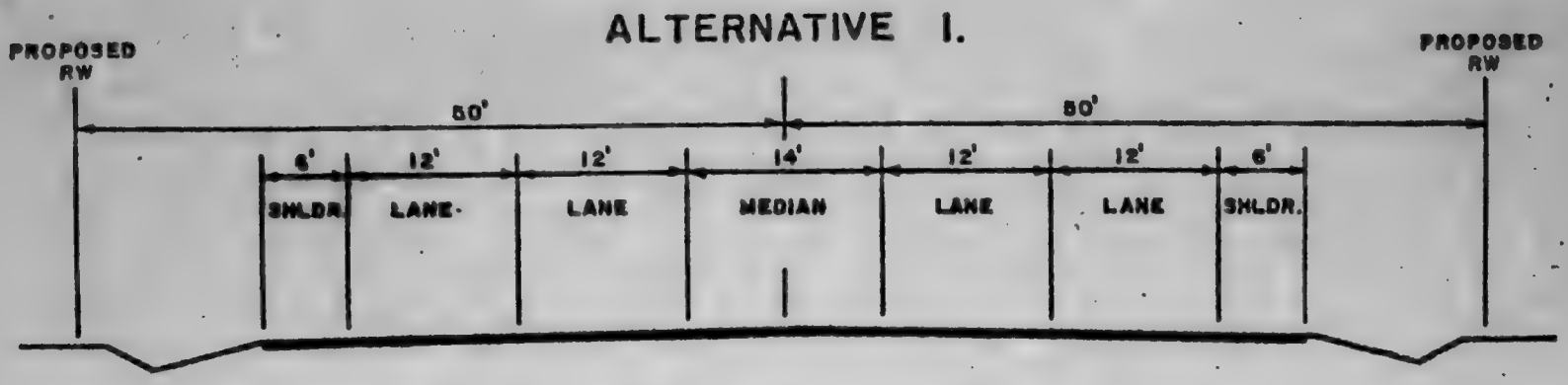
S.W. 89TH AVENUE - INTERSTATE 5
NYBERG ROAD AND BYPASS ALTERNATIVES
CITY OF TUALATIN

HEARING INFORMATION

The purpose of the proposed project is to increase the capacity and safety of the local street connection to Interstate 5 in the City of Tualatin and to improve the traffic circulation patterns in downtown Tualatin. This objective may be obtained by widening, realigning, and extending S.W. Nyberg Road (the existing connection to I-5) or by separating local and through traffic by the provision of a bypass (south of S.W. Nyberg Road) and incorporating design features to control traffic access and movement.



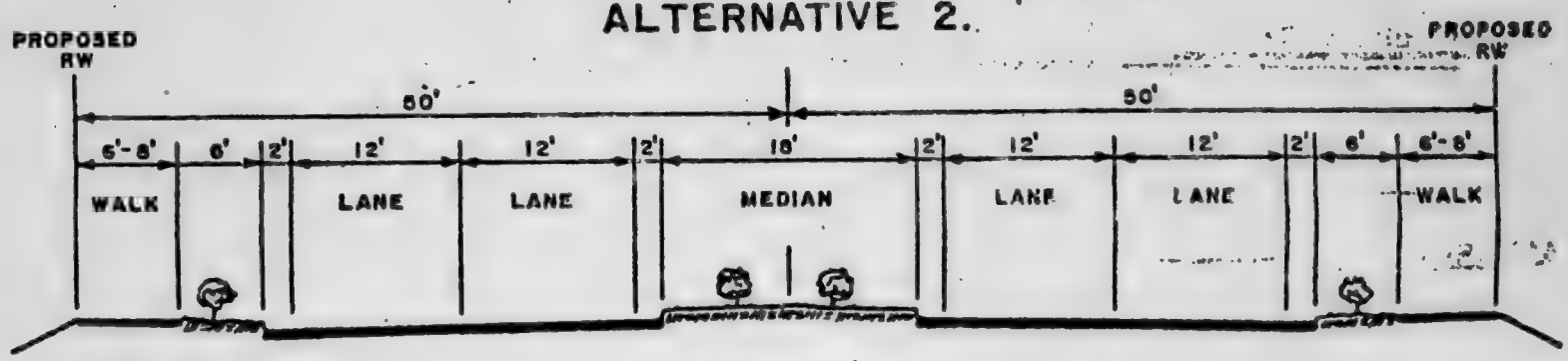
PUBLIC HEARING: Monday, April 23, 7:30PM at City Hall



Typical Section West of Boones Ferry Road

Alternative 1: S.W. Nyberg Road Extension and Realignment

This alternative would widen the existing S.W. Nyberg Road to the south, providing four travel lanes instead of two and extend S.W. Nyberg Road across S.W. Boones Ferry Road to S.W. 89th Avenue. Alternative 1 would provide a painted 14 foot median and no more additional landscaping than presently exists on Nyberg Road.



ADOPTED

ADOPTED

Typical Section East of Boones Ferry Road

Alternative 2: S.W. Tualatin Sherwood Bypass

This alternative would widen S.W. Nyberg Road to six lanes with left-turn median just west of Interstate 5, then bypass Nyberg Road at Martinazzi Avenue, providing four travel lanes approximately 500 feet south of S.W. Nyberg Road, and extend across S.W. Boones Ferry Road to S.W. 89th Avenue. Alternative 2 would provide a raised planted median and additional landscaping on the corridor edge.

SUMMARY OF IMPACTS

	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
SOCIOECONOMICS			
Project costs	Normal maintenance costs	$1,190,000 (estimate)	$1,370,000 (estimate) and assumes $900,000 of dedicated right of way
NOISE			
Commercial and industrial lands in the study area with noise levels higher than the FHWA standard because of roadway noise	Most areas within 200 feet of the local roadway	Same areas as No Build with some improvement along S.W. Boones Ferry Road	Impacted areas shifted away from S.W. Nyberg Road, toward the southern part of the study area
Number of existing residences in the study area with noise levels higher than the FHWA standard because of roadway noise	Three homes along S.W. Nyberg Road, and two homes along S.W. Tonka Street	Three homes along S.W. Nyberg Road	Three homes on S.W. Nyberg Road and five homes on S.W. Tonka Street; residential use on Tonka Street proposed as commercial use in future
Commercial, industrial and residential areas with noise levels higher than the FHWA standards because of temporary construction activities	None	Most of the study area	Most of the study area
AIR QUALITY	Long term impacts due to increased congestion and less efficient use of fuel	Short term adverse construction impacts, versus slight improvement over intermedicate term as some congestion is alleviated	Short term adverse construction impacts, versus somewhat better improvement (compared to Alternative 1) term due to congestion relief
BIOLOGY			
Migration of wildlife	No impact	Roadway mortality and disruption of migration habits of some wildlife	Roadway mortality and disruption of migration habits of some wildlife
Wetland	No impact	Indirect wetland impact by removal of adjacent grassland habitat	Indirect wetland impact by removal of adjacent grassland habitat
VISUAL			
Landscaping element	No impact	No landscaping; some loss of rustic scenic resources	Landscaping proposed; greater loss of scenic resources
GEOLOGY AND SOILS			
Roadway Foundations	Will deteriorate over time and with increased traffic	Presence of weak and wet soils; no adverse impact	Presence of weak and wet soils and periodoc flooding; potential adverse impact
Irretrievable commitment of resources	No impact	1500 cubic yards of fill material; committment of surface materials	6000 cubic yards of fill material; committment of surface materials
HYDROLOGY/WATER QUALITY			
Increase in existing flood hazard	No increase	No increase	No increase
Increase in sedimentation potential	Continued sedimentation potential	Overall decreased sedimentation potential; minor sedimentation potential to Hedges Creek during construction	Overall decreased sedimentation potential; minor sedimentation potential to Hedges and Nyberg Creek during construction
Increase in urban runoff pollutants	Increase due to urbanization of drainage area	Increase due to urbanization of drainage area	Slightly greater than No Build and Alternative 1
Alteration of wetland water quality by urban runoff	None; stormwaters intercepted by trench	Minor impact because of water quality and drainage change	Minor impact because of water quality and drainage change

LAND USE	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Consistency with City of Tualatin Urban Renewal Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with City of Tualatin Comprehensive Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with CRAG Policies	Inconsistent	Conforms to CRAG Transportation Improvement Program	Conforms to CRAG Transportation Improvement Program
Impact on existing residential uses in Study Area	Access will become difficult as traffic increases	Access will become difficult as traffic increases	Proximity to rear yards of residential uses on Tonka Street
Impact on existing commercial and industrial uses in Study Area	Minor impact	Right of way encroachment into commercial and industrial uses on south side of S.W. Nyberg Road diminishing parking and landscaping of affected uses	Removal of one temporary building used as commercial bank
Impact on vacant land along road corridor	Congestion may slow development	Facilitates development of vacant industrially zoned land along road corridor.	Facilitates development of vacant industrial and commercially zoned land along the road corridor
TRAFFIC			
1998 Level of service	Poor; temporary congestion to forced flow	Adequate; stable flow, approaching unstable flow	Adequate; stable flow, approaching unstable flow
Traffic safety	Hazards increase with volumes. Turning/through movement conflicts	Same as No Build. Turning/through movement conflict still a problem, even with improved traffic service.	Safety improved considerably with diversion of through traffic away from S.W. Nyberg Road.
Parking	Parking movements hazardous because of traffic volumes	All spaces on Nyberg Road eliminated; loss of off street parking on south side.	Access to parking areas improved. City planned parking lot improvements can be implemented
Traffic on other local streets	Severe congestion on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road
Pedestrian service and safety	Hazards increase with volumes. Difficult turning movements reduce driver awareness of pedestrians.	Service increased with new sidewalk along S.W. Nyberg Road, but safety features little improved over No Build case	Service and safety much improved over other alternatives with diversion of through traffic from S.W. Nyberg Road.
Public transit	Access to downtown area reduced with congestion on S.W. Nyberg Road. Planned city wide system hindered by this feature.	Some improvement over No Build, but movement of buses in downtown area still difficult	Possibility of improved bus service in City most likely under this alternative.
Bicycle movement	Travel along S.W. Boones Ferry Road and Martinazzi Avenue hindered by congestion on S.W. Nyberg Road	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways.
Access to commercial uses on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access greatly improved with diversion of through traffic away from S.W. Nyberg Road.
Access to residential uses in Tualatin	Access severely limited by congestion on S.W. Nyberg Road	Access improved over No Build.	Access improved over Alternative 1. More direct route possible from I-5 to residential areas

PACIFIC
FIREPLACE FURNISHINGS INC

OCT 5 1979

October 3, 1979

The Honorable Roy Rogers
Mayor of Tualatin
P. O. Box 369
Tualatin, Oregon 97062

Dear Mayor Rogers:

We are a relatively new company in the City of Tualatin. The management and employees are very excited about being here and the potential the City of Tualatin has to offer.

Realizing the rather rapid growth in the area, we have been very patient with the current traffic situation but feel there is a traffic problem at one intersection in particular that should be brought to your attention; The intersection of Tualatin-Sherwood Highway and Boones Ferry Road. Currently Boones Ferry Road is a through street and Tualatin-Sherwood Highway traffic must stop prior to entering Boones Ferry Road. The Tualatin-Sherwood Highway has very heavy truck traffic and is having increased usage due to the number of factories, such as ours, and homes being built in Tualatin.

At the current time, especially during rush hours, traffic backs up to one mile on Tualatin-Sherwood Highway while attempting to turn onto Boones Ferry Road. This creates a pollution problem and an unpleasant and dangerous situation for those involved. Crossing onto Boones Ferry Road becomes somewhat impossible, especially with heavy truck traffic.

I would think that at a minimum Boones Ferry Road traffic should also be required to stop to allow the Tualatin-Sherwood Highway traffic an opportunity to get onto Boones Ferry Road. In the future, I feel a traffic signal timed with Nyberg Road and Boones Ferry Road is mandatory.

This intersection also has some very bad pot-holes which should immediately be patched due to the heavy traffic and the rather unsafe climate that exists as one pulls onto Boones Ferry Road from the Tualatin-Sherwood Highway.

Currently the majority of over 130 employees and many trucks servicing our facility bypass this intersection by driving south on 102nd Avenue to Avery Road and then turning East

on Avery to reach Boones Ferry Road. This causes heavy traffic flow through a residential area.

Your prompt attention to this matter will be appreciated by Pacific Fireplace Furnishings, its employees, and I am sure many other individuals working and/or living in Tualatin.

Sincerely,

Ronald A. Schoenheit

Ronald A. Schoenheit
Vice-President/General Manager

RAS:aw

cc: City Administrator, Yvonne Addington
Community Development Director, Wink Brooks

9375

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

November 5, 1979

Mr. Ted Spence
Policy & Planning Coordinator
ODOT - Metro Branch
5821 NE Glisan
Portland, OR 97213

Dear Ted:

We have reviewed your request of November 1, 1979 to shift $33,000 in Federal Aid Urban funds from the SW 65th/Nyberg Road budget replacement project to the SW 89th Avenue/Pacific Hwy project.

The cost increase on the 89th project is well within the cost overrun guidelines established by Metro policies. We, therefore, will take the steps to administratively adjust the funding authorization as requested.

Sincerely,

B;11

C. William Ockert
Transportation Director

kt
cc: Rick Gustafson
Yvonne Addington
Wink Brooks
Mike Borresen
Gary Spanovich

PROJECT MANAGEMENT BRANCH
ASTE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
NOV 1 1979
REFERRED TO N
FOR M
FILE: PM FA LG.

MA PDM PDE TSE SPC
ODOT - METRO
NOV 06 1979
AM PPS 4/4 FILE TIP

CC Mc Clure
Purdy
Klotz
Hollenbeck

cc: Gary Zehnder

Rick Gustafson, Executive Officer

MSD Council
Mike Burton, Presiding Officer District 12
Donna Stuhr, Deputy Presiding Officer District 1
Charles Williamson District 2
Craig Berkman District 3
Corky Kirkpatrick District 4
Jack Deines District 5
Jane Rhodes District 6
Betty Schedeen District 7
Caroline Miller District 8
Cindy Banzer District 9
Gene Peterson District 10
Marge Kafoury District 11

1375

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

9282

TO: The File

DATE: November 1, 1979

FROM: D. R. Adams
Project Development Manager

SUBJECT: 89th Avenue to I-5 Project
S.W. Nyberg Road

All the Federal Aid Urban P.E. money assigned for this project has been spent. The survey is complete and ready for submittal to Salem. Project construction and right-of-way acquisition are to be funded with transfer monies.

The following actions need to be taken:

1. Additional FAU funds to move the project through right-of-way descriptions need to be assigned to this project by MSD. Funding can be moved from the 65th Avenue Bridge which is over funded for right-of-way. This action should be moved through MSD by the City of Tualatin as quickly as possible. Without added FAU funds, the city must pay all costs not eligible for federal funds. The city should be advised to expedite their assignment of additional funds.
2. As soon as the transfer is authorized by MSD, Buz Swan will increase the funding of the 89th/I-5 project to complete Preliminary Engineering.
3. Upon completion of the FAU funding authorization, the survey will be submitted to Salem for preparation of right-of-way descriptions.
4. Right-of-way descriptions will be prepared and readied for acquisition; estimates should also be made.
5. Programming for the project will be held in Salem until approval of the e(4) transfer package. On approval of this package, approval for construction of the facility will be sought through FHWA from UMTA. When this is received, authorization for final design, right-of-way and construction should be included and the project can move forward.

DRA:PE

NA PDM PDE TSE SPC
ODOT - METRO
NOV 02 1979
FAM PPS City Recorder

cc: J. D. McClure
R. J. Kleinschmit
D. E. Swan
J. B. Boyd

cc: Klotz

R1012

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

November 5, 1979

Mr. Ted Spence
Policy & Planning Coordinator
ODOT - Metro Branch
5821 NE Glisan
Portland, OR 97213

Rick Gustafson, Executive Officer

MSD Council

Mike Burton, Presiding Officer District 12
Donna Stuhr, Deputy Presiding Officer District 1
Charles Williamson District 2
Craig Berkman District 3
Corky Kirkpatrick District 4
Jack Deines District 5
Jane Rhodes District 6
Betty Schedeen District 7
Caroline Miller District 8
Cindy Banzer District 9
Gene Peterson District 10
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Dear Ted:

We have reviewed your request of November 1, 1979 to shift $33,000 in Federal Aid Urban funds from the SW 65th/Nyberg Road budget replacement project to the SW 89th Avenue/Pacific Hwy project.

The cost increase on the 89th project is well within the cost overrun guidelines established by Metro policies. We, therefore, will take the steps to administratively adjust the funding authorization as requested.

Sincerely,

Bill

C. William Ockert
Transportation Director

kt
cc: Rick Gustafson
Yvonne Addington
Wink Brooks
Mike Borresen
Gary Spanovich

(E) MA PDM PDE TSE SPC
ODOT - METRO
NOV 06 1979
AM PPS ltr FILE TIA

11/16/79
C.C.: Buz Swan
Gary Zehner
Dave Long

234-1959

STATE OF OREGON

INTER OFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: Ted A. Spence
Policy and Planning Coordinator

DATE: October 30, 1979

FROM: James D. McClure
Project Development Engineer

SUBJECT: Additional P.E. Funds
S.W. 89th-I-5 (Tualatin) Project

Currently the authorized FAU Preliminary Engineering funds for the project are depleted. Ron Kleinschmit is estimating that an additional $37,500 ($33,000 federal dollars) will be required to complete the Preliminary Engineering phase.

The Southwest 65th Avenue/Nyberg Road, Bridge Replacement Project currently has $134,350 federal FAU funds programmed for right-of-way acquisition. Ken Rolfe, Region I Right-of-Way Supervisor, is currently estimating the right-of-way needs at about $115,170 ($101,350 federal dollars) which would leave $33,000 federal FAU funds available to shift to the Southwest 89th-I-5 project.

I have discussed this shift with Mike Borresen and Wink Brooks, both are agreeable to the fund shift. Wink will proceed with processing the FAU fund shift through MSD. Max Klotz will proceed with a revised survey authority requesting the additional $37,500 and request federal authorization to shift the funds. This request will be made following approval of the shift by MSD.

JDM:PE

(K)

cc: Wink Brooks
Mike Borresen
D. R. Adams
D. E. Swan
M. J. Klotz
C. H. Duval
R. J. Kleinschmit

cc: 11/2 JS cont — you doing ?
Max

9375

89th Ave - I-5 10-29-79 2

PORTLAND

(CITY) BALANCE REMAINING (THRU 79 ALLOC) = $2,182,337

(MSD) " " " " " - 1,972,556

UNOBLIGATED BALANCE $4,154,893

FY 1979 TRANSFER 3,386,000

UNOBLIGATED AFTER TRANSFER $768,893

10-29-79

Called Max Klotz, told him about unobligated balance of FAU Funds. Now its up to Washington County & City of Tualatin to get more funds assigned to the project thru MSD.

TIP #53 129,506(FF) - $150,000 Tot.

TOTAL SPENT 160,222

ANTIC. EXPEND. 15,000

175,222

Ask for approx. $25,000

Told Max if County elects to use FAUX funds there will be non-participating costs prior to authorization by Feds.

9375

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

October 17, 1979

Rick Gustafson, Executive Officer

MSD Council

Mike Burton, Presiding Officer District 12

Donna Stuhr, Deputy Presiding Officer District 1

Charles Williamson District 2

Craig Berkman District 3

Corky Kirkpatrick District 4

Jack Deines District 5

Jane Rhodes District 6

Betty Schedeen District 7

Caroline Miller District 8

Cindy Banzer District 9

Gene Peterson District 10

Marge Kafoury District 11

Ms. Yvonne L. Addington
City Administrator
City of Tualatin
18880 SW Martinazzi Avenue
P.O. Box 428
Tualatin, Oregon 97062

RECEIVED STATE HWY ENGR NOV 6 '79 REFER TO FOR Info Invest R/D D/R Sign Act File

11-7 cy

RECEIVED DOT DIRECTOR NOV 2 '79 REFER TO FOR Info Invest R/D D/R Sign Act File

Dear Ms. Addington:

This responds to your letter of October 9, 1979, expressing concern about the availabilty of federal funds for the Tualatin/Sherwood Bypass project. Metro has committed $1,201,000 of Federal Aid Urban Funds (or their replacement for I-505 ithdrawal funds) to support this project. We continue to ecognize this project as an important priority having regional significance.

Metro is currently trying to come to grips with a difficult financial problem. At the time the various committed projects were authorized for funding from this federal source, substantial funds were kept back in this category as a contingency to cover cost increases. Unfortunately, over the past few years, inflation and other cost increases on authorized projects have been very high. As a result, the contingency fund has been significantly reduced. As of last December, the contingency fund available for projects in this category had shrunk to $1,768,000. Metro recently received requests from various jurisdictions sponsoring projects to be funded from this funding category involving an extra $4,415,000. Obviously, there is a problem.

Because a number of jurisdictions are affected by this problem, Metro recently brought representatives of the affected jurisdictions together to discuss options for

responding to this problem. The participants of this session were not able to agree on a single option. A number of local governmental representatives favored an approach of funding all cost increases on projects as they move into construction until the available funds run out. The only alternative mentioned to cover remaining unfunded projects was to look for other funds.

Some of the participants of the meeting strongly objected to this proposal pointing out that some of the higher priority projects could be left without federal funds.

I am presently formulating a proposal for dealing with this specific problem as well as similar financial problems likely to come about with committed projects funded from other federal sources. While I have not completed my analysis yet, I would like to share a few thoughts with you. First, it is clear that we are in an era of restricted resources and that even the federal "well" is limited. While we should continue to pursue additional resources to meet our needs, much of our energies must be directed toward getting the most from the funds available.

Second, a process is needed which encourages the tailoring of projects to the problems at hand resulting in some cases in cutting frills out of projects to insure a fit with the available federal resources. Certainly, if a jurisdiction feels strongly enough about having extras in a project, they would be willing to put local funds into such an extra.

Last, I believe that current federal dollar committments to projects should not be changed unilaterally by Metro. A jurisdiction should know how many federal funds to expect. This allows a scaling of the project to the available funds or the timely budgeting of local funds if the jurisdiction feels these are appropriate. Certainty of federal funding also allows a project sponsor to judge when the costs of a project have reached a point where they no longer are worth the benefits, thus allowing an agreement to terminate a project. Such a termination would free reserved federal funds for other deserving projects.

I hope to have a proposal formulated in the next few weeks, and would be glad to share it with you and other affected governmental officials.

Sincerely,

Rick Gustafson
Executive Officer

RG:CWO:bk
5568A
D/3

cc: Governor Victor Atiyeh
Senator Mike Ragsdale
Fred B. Klaboe
Ted Spence
Ron Kleinschmidt
Honorable Miller Duris
Honorable Virginia Dagg
Honorable Jim Fisher
Michael A. Borresen
Corky Kirkpatrick
Craig Berkman
Donna Stuhr
Charlie Williamson
Honorable Roy Rogers
Tualatin City Council
Honorable Marge Stewart
Sherwood City Council
William Ockert
Honorable Norm Smith

4375 ~ O 9-79 C ~

Rec'd 12-10-79
2

SOUTHWEST 89th AVENUE-PACIFIC HIGHWAY
NYBERG ROAD (TUALATIN)
WASHINGTON COUNTY
SEPTEMBER 1979
EARL C. PURDY, RESIDENT LOCATING ENGINEER
PREFIX: 234-1959
NARRATIVE REPORT

PURPOSE AND HISTORY

The purpose of this survey is to perform the necessary preliminary engineering to design the proposed roadway improvements in the Nyberg Rd. corridor between S.W. 89th Avenue (at Tualatin-Sherwood Road) and the Pacific Highway (I-5 Freeway).

The project originated from the City of Tualatin's Draft Urban Renewal Plan in 1976 and was approved by the Oregon Transportation Commission July 27, 1976 (Refer to Hearing Study Report of April 1979 for additional background facts).

The field location survey began in February 1978 and was essentially completed in August 1978. Mapping, estimates, and reports for two alternatives were completed on August 31, 1978. From this 1978 activity, the Draft Environmental Impact Statement (DEIS) covering Alternate 1, Alternate 2, and a "no build" alternate was written by consultants. Following a public hearing on April 23, 1979, Alternate # 2 was chosen. The location data submitted with this report reflects revisions resulting from hearing and city council requests and contains the calculations and documentation for each anticipated item. Minor revisions to the design submitted for DEIS writing included: "L" line grade line for drainage purposes, Martinazzi alignment and drainage, and Right of Way dimensions. These revisions do not alter basic facts and conclusions of the DEIS.

HORIZONTAL ALIGNMENT AND CONTROL

A "P" line was established using LDP coordinate and bearing control from a point in the I-5-Nyberg Rd. Interchange. The point, station 98+45.44, was used on the adjacent Pacific Highway-S.W. Sagert Rd. Section. A "P" line traverse was run westerly along Nyberg Rd. to a point near S.W. 89th Ave. and returning to the point of beginning along the Alternate 2 corridor. The traverse closure was excellent, indicating no bearing discrepancy, and

only 0.036 foot distance error. No adjustment was made to the "P" line coordinates. "L" line was subsequently stationed from ties to the "P" line with stationing corresponding to the P.O.B. station 98+45.44. The beginning of the project is station "L" 53+50, near S.W. 89th Avenue on the Tualatin-Sherwood Road and the project end is at station "L" 97+50 at the intersection of Nyberg Road and the southbound exit-entrance ramps of the Nyberg Road-I-5 Interchange. Total project length is 0.83 miles.

The projecting and establishing of the "L" line east-west tangent, which parallels Nyberg Road, was done using a point 100 feet south of the railroad spur which serves the industrial area between Nyberg Road and "L" line. "L" line is connected to the Tualatin-Sherwood Road at the west end through a 5-degree curve and to Nyberg Road at the east end through reversing 7-degree curves. A 2 percent superelevation of the 5° curve will permit a safe speed of 52 mph, well above the posted 40 mph at the westerly terminus. A normal 2 percent crown in the reversing 7 degree curves will allow a safe speed of 40 mph. Previous traffic studies by the city's planner used a 35 mph design speed as the premise for the proposed route. Full standard superelevation of the curves is not necessary due to the expected urban-industrial development along the route and the needed design speed.

Two streets intersect "L" line. Boones Ferry Road, "B" line, was projected using county surveys and ties to corresponding property corners. Martinazzi Street, "M" line, is a projection following the deed description, prepared by the city's consultant, of the property acquired by the city for the construction of Martinazzi. The projection coordinates are based on two property corner monuments found along the Nyberg Road frontage. When projected to a point opposite another property corner at station "M" 16+08.64, a 0.59 foot discrepancy between the deed description and actual property corners is found. The city's consultant is aware of the discrepancy and agrees that slight construction alignment shifting might be necessary to tie into the curbed section of Martinazzi, which will be completed prior to this project, at station "M" 16+08.64.

VERTICAL ALIGNMENT AND CONTROL

Leveling on the project is tied to the USGS line 369, OSHD BenchMark S-672, 1947 adjustment. Other bench marks on the project were not set.

A rolling grade line was used to match the several grade controls necessary along the length of the job. In addition to matching the existing road at the project termini , the "at grade" railroad crossing at station "L" 68+28 and the hydraulics considerations in the vicinity of station 80+00 must be met (see Hydraulics Report).

The grade line between station "L" 70+00 and 80+50 is at or below the elevation of the railroad spur which parallels to the left. This spur line, according to hydraulics investigation, will act as a dike during minor flooding. In the event of a major 100 year flood, innundation of the roadway is expected; however, the roadway due to its lower grade will cause no measurable upstream backwater. The grade line sag is at station 79+18, elevation 119.13.

Martinazzi Street is expected to be under construction this year. Its grade line and typical section was designed so that construction on this project would widen it with a curbed section and overlay the pavement two inches.

ROADWAY SECTION AND BASE DESIGN

A Technical Advisory Committee (TAC) has approved the city's requested section which calls for a four lane, plus median, curbed roadway with additional turning lanes at critical intersections. Each lane is to be 12 feet wide with an additional 2-feet shy at the curbs. The median, which will be landscaped, is to be 18 feet wide between the opposing curbed traffic lanes except where a 12-foot left turn lane reduces it to 6 feet.

Outside of the curbs a 6-foot planted strip separates the traffic lanes from the concrete pedestrian walk and/or bikeway. Where bikes are so designated, the concrete walk will be 8 feet wide. At other locations on "L" line the walk is 6 feet wide and is 4 feet wide on connecting streets. The 8-foot bikeway-walk is on the left from station 62+35 to Martinazzi Street at station 82+40±. East of Martinazzi to the project end, the bikeway is on the right.

The "B" line section has a 12-foot travel lane in each direction, a 6-foot paved bikeway-shoulder on the right, and a curbed section with 4-foot

sidewalk on the left. An additional 14-foot (including 2-foot shy) lane for northbound right turns is needed south of the "L" line on the left and an 8-foot parking strip adjacent to the curb on the left north of "L" line will match the existing curb line.

The "M" line section proposed will match the curb to curb width of Martinazzi south of "L" line.(Martinazzi to be under construction in 1979). The four lane section, plus left turn in median is as follows: two 12-foot travel lanes plus 1-foot shy at curb in each direction; a 13-foot median for left turns; 8-foot concrete walk on right and 4-foot concrete walk on left adjacent to the curb.

The Base Design which was used for all proposed construction calls for 8 inches of Cement Treated Base on a 6-inch deep lime treated subgrade, 2 inches of Class"B" Asphaltic Concrete Base Course, 2 inches of Class "B" Asphaltic Concrete Wearing Course, and a 2-inch final stage Asphaltic Concrete wearing course in the future. The CTB will be omitted where existing pavement can be overlayed. The "M" line paved roadway under construction is to be overlayed with the 2-inch wearing course only. (See VERTICAL ALIGNMENT paragraph). A sketch of the various Typical Sections is in the appendix following this report.

MATERIALS (EARTHWORK AND SURFACING)

Embankment in place was chosen as the method of measurement for the grading as there is a deficit of material of about 9,000 cubic yards. Total embankment in place is about 18,000 cubic yards. No source is designated as mandatory. Possible sources for both the need embankment and surfacing material are the Tonquin Quarry, No. 34-89-2; Stillar Quarry, No. 34-94-1; an Tri County Sand, No. 34-85-2. These three possible sources are within approximately 3 miles of the jobsite. Lime treatment of the subgrade is proposed due to the soil type.

The typical section calls for a 6-inch layer of topsoil in the planted median and the strip between the curb and sidewalk. This material is proposed to be suitable material excavated on the jobsite and stored for the final placement following the curb and sidewalk construction. Payment for topsoil will be as a part of the "Embankment in Place" and "Extra for

Selected Topsoil Material".

Commercial sources for the surfacing materials is the usual practice for projects of this magnitude in the METRO area. The Cement Treated Base feature of the base design will allow a broad range of aggregate quality, therefore minimizing the depletion of the rarer higher quality aggregate available in the region.

STAGE CONSTRUCTION

The main line is a free location with the bulk of construction taking place away from conflicting traffic. Stage Construction is necessary, however, at the termini ., the Boones Ferry Road crossing, the widening of Martinazzi, and the reconstruction on Nyberg east of Martinazzi.

Staging would be by one-way traffic with flagman control during construction hours, until such time as road widening would allow lane channelization with cones, etc. An alternate to staging on Martinazzi Street would be the closing of the street and detouring traffic via Nyberg, Boones Ferry, and Sagert Road. Martinazzi, which will be under construction this year, will become a major north-south in-city route and depending on the extent of its use at the time of contracting, the detouring of its traffic may not be advisable.

One culvert installation on the main line and one on Martinazzi will require trenching across the paved roadway. One way traffic with flagman control is necessary to complete the installation.

DRAINAGE

A detailed hydraulics report was prepared by the Hydraulics Engineer in 1978 which calculated the needed culvert sizes at the various crossings and outfalls. Field investigation of the drainage pattern at the westerly end of the project and City of Tualatin storm sewer system under construction in the vicinity of Martinazzi St. has revealed needed changes to those recommendations.

Present drainage at the westerly end along the south-easterly side of Tualatin-Sherwood Road is directed to Nyberg Slough through a culvert beneath the Burlington-Northern Railroad tracks and Boones Ferry Road . The culvert is about 100 feet south of the Tualatin-Sherwood Road and Boones

Ferry Road intersection. North-westerly side runoff at the westerly end appears to dissipate in the open land immediately north of the project beginning. This runoff pattern has been retained by use of a drainage ditch on the left (north-westerly side) and by directing the new construction roadbed ditch, right of station 53+50 to 57+50, into the existing roadside ditch where the proposed new alignment leaves the existing road.

The 1978 Hydraulics Report evidently allowed for all of the runoff discussed above to be carried to a 30-inch culvert crossing at about station "L" 67+90. By directing this runoff as described above, this culvert size was reduced to a 24-inch pipe and includes the runoff north of the Tualatin-Sherwood Road, station "L" 56+00 to 68+00.

The 1978 Hydraulics Report recommended a 5' X 3' box culvert in the vicinity of Martinazzi Street near station "L" 82+50, to carry future storm drainage from the central business district beneath the roadway. Construction of a storm drain in the city business district is currently planned to be under way in 1979 and includes the installation of a storm drain along Martinazzi which crosses the proposed alignment at station "L" 83 ±. Its design has been incorporated into the drainage design of the project.

As discussed in the "VERTICAL ALIGNMENT" paragraph, the main line grade line was set to minimize adverse high water affects during minor flooding , and yet allow major flood flows to pass over the roadway without measurable upstream backwater. For addtional high water and flooding information refer to Hydraulics Report and the DEIS, Volume 1, Page 91.

Two easements are needed for drainage outfalls. The easement left of station 64+25 is for the runoff of the roadbed drainage west of the railroad crossing between station 56+00 and 68+00. A 3-foot bottom drain ditch is proposed to carry the runoff northerly to Hedges Creek. The exact position of the easement is impossible to determine at this time due to incomplete plans of the city regarding its future storm drain plan and coordination of the owners' development plans (see R/W paragraph).

The easement right of station "L" 77+50 to "L" 81+50 will perpetuate the existing open ditch outfall that was incorporated as the outfall for drainage in this basin.

The remaining outfall right of station "L" 92+00 to "L" 95+00 uses the existing R/W for the construction of the 2-foot bottom drain ditch.

SPECIAL PROVISIONS AND SPECIAL EXPLANATIONS

(Item No. 3) TEMPORARY SIGNS-The quantities shown are based on street conditions as they exist today. A thorough review of the entire temporary protection scheme is needed at the time of contracting as development of streets and shopping centers in the area is ongoing.

(Item No. 4)-TEMPORARY BARRICADES The 20 barricades included in the job are for locations where pipe installations will cross existing roads and where roadside widening will cause vertical edges during base construction.

(Item No. 6)-CLEARING AND GRUBBING The special provisions should warn prospective bidders that jobsite disposal and/or burning is unlikely due to DEQ, City, etc. regulations. Public landfills are located at Oregon City, 11 miles east, and Newberg, 14 miles southwest.

The proposed construction will cause removal of several large trees in the "landmark" woodlot (DEIS Vol. 1, March 1979) with embankment construction expected very close to the remaining trees outside the slope easement, station "L" 84 to "L" 87 left and along both sides of Martinazzi Street. To ensure preservation of the remaining trees adjacent to construction activities, it is suggested to include provisions in the contract such as are outlined in the DEIS Technical Report, Vol. 2, March 15, 1979.

(Item No. 9)-EMBANKMENT IN PLACE See MATERIALS paragraph.

(Item No. 10)-EXTRA FOR SELECTED TOPSOIL See MATERIALS paragraph.

(Item No. 14)-WATERING The most likely source for water on the project is the municipal system located throughout the project.

(Item No. 30)-8-INCH CONDUIT

and

(Item No. 31)-2-INCH CONDUIT These two items were included in the project at the request of the City of Tualatin so that an irrigation system for the planted median islands could be constructed at some future date without disrupting the roadway. Since the R/W line coincides with the outside edge of concrete sidewalks, the slope easements should be retained indefinitely to permit usage of the conduits which extend beyond the R/W line.

(Item No. 33)-EXTRA FOR PIPE UNDER RAILROAD One culvert installation is necessary under the railroad right of station "B" 15+90. Jacking the pipe under the railroad will be necessary to avoid rail service disruption. The operation should be conducted from the west side of the tracks where a pit will interfere less with rail and highway traffic.

(Item No. 38)-GUARD RAIL, TYPE 2A The existing rail at the intersection of Nyberg Road and the southbound entrance ramp to I-5, station "L" 95 to 97±, must be removed due to the wider section. The existing rail and posts should provide the necessary material for the shorter new installation reflecting a lower unit cost for this item.

(Item No. 42)-CONCRETE DRIVEWAYS The only concrete driveways on the job are two on Boones Ferry Road left of station "B" 15+88 and station "B" 16+80. Exact driveway location must be confirmed at construction time as the commercial uses of the property might change. A calculation sheet for those two driveways is not included in the supporting data.

(Item No. 47)-ADJUSTING MANHOLES There are two sanitary sewer manholes and two storm sewer manholes on the project that will require vertical upward adjustments. Total adjustments needed vary from 2 inches on Martinazzi and Boones Ferry Road to possibly 1 foot at station "L" 55+55.

(Item No. 49)-PERMANENT SIGNING The plan and sign list in the estimate calculations has not been reviewed by traffic and sign engineering people. Additional review and coordination with the City of Tualatin is needed during the final design stage.

(Items No. 51 to 54)-LANDSCAPING ITEMS The landscaping plan and prices used in the data sent to the DEIS writer was repeated for inclusion in this estimate. Further additions and/or changes in the landscaping plan are expected.

(Item No. 55)-SIGNALS The signal work with this project involves the installation of two 8-phase signals, replacements and/or adjustments of two existing signals, the moving of one controller cabinet, and the intertying of the three existing signals with the two new signals including railroad and fire department pre-emption.

The two 8-phase installations are at the L-line intersections of Martinazzi Street and Boones Ferry Road. The Boones Ferry Rd. signal also includes the pre-emption for the railraod gates which parallel Boones Ferry Road.

At the intersection of Nyberg Rd. and Martinazzi St.,the existing southbound signal arm must be replaced due to the radius in the southwest quadrant. (The southbound movement at the time of this writing does not include through traffic southbound; the extension of Martinazzi south of Nyberg will be under construction by the city this year with eventual widening with curbs and walks with this project.) The eastbound signal base, located in the southeast quadrant, must be vertically adjusted to meet the abutting sidewalk.

The existing signal system at the intersection of Nyberg Road and the southbound I-5 ramps requires only the movement of the contrcller cabinet, due to the construction of an additional lane. The signal arm located in the northwest quadrant does not need moving as the new curb will be in the same location as the presently existing curb. The sidewalk, however, will be constructed with a 6-foot planted strip separating it from the curb so its location will be on the opposite side of the signal pole as now exists. Minor adjustment is therefore needed to the pedestrian actuated buttons on the pole.

A conduit system is proposed for the interconnecting of six signals. The existing signals are the recently (1979) installed signals on Nyberg Rd. at Martinazzi, southbound I-5 ramps and northbound I-5 ramps. The new signals are the L-line intersections of Boones Ferry Rd. and Martinazzi St. A fourth existing signal at Boones Ferry and Nyberg, one block north of L-line, was recently installed with the other three existing signals. The Metro Transportation Analysis Engineer, Tom Schwab, does not recommend intertying this signal as the benefits, if any, are doubtful.

Placement of signal poles and controllers at the two new installations and the Martinazzi southbound replacement will require right-of-way not shown on the Detail Map if they are to be placed outside the sidewalk. The R/W descriptions writer should be notified by the Signal Engineer, when the final plan is drawn, if additional R/W is needed. There is ample room within the slope easement area for a portion to be designated as R/W. (See Map.)

The cost estimate for "SIGNALS" includes costs given by William Zirbes, Signal Engineer, for the two 8-phase signals and the conduit system. Costs for the remaining work were provided by Tom Schwab, Metro Transportation Analysis Engineer.

The local fire department district has requested "opticom" for its pre-emption device.

The overall signal design should incorporate a future signal installation at station "L" 91+35 where the Fred Meyer shopping center's access to Nyberg Rd will be located. A new access to K-Mart is proposed opposite the Fred Meyer access.

The Fred Meyer development is under construction at this time and the City might require installation of a signal prior to construction of this project. In that event, modifications would be done to incorporate it into the intertied system. Funding for this signal is evidently to be provided by the developer (Kleinschmit, 1979).

RIGHT OF WAY

Twelve parcels of right-of-way, totaling 8 acres ±, must be acquired. In addition to right-of-way, approximately 2.2 acres in easements, from 9 parcels, are needed.

The main line R/W line is located at the outside edge of the concrete sidewalk between station "L" 62+35 and "L" 91+35. Permanent easements are needed outside the R/W line as noted on the Detail Map for the construction of ditches, slopes, and irrigation conduits. Two drainage easements are needed for outfall ditches.

The exact location of the drainage easement left of station "L" 64+25 must await the conclusion of the city's drainage plan and must be at a mutually agreeable location for the city and the property owner (Tube Forgings) as future development must allow for the drainage.

The other drainage easement right of station "L" 77+50 to "L" 81+50 is needed to maintain existing drainage patterns that have been incorporated in the design. This parcel of 12,300 square feet would be an isolated parcel of the remaining Hervin Company land.

A conditional use permit (C.U.P.) issued to the Hervin Co. requires the dedication of a parcel at some "future" date for the construction of the Tualatin-Sherwood Road. The parcel described in the C.U.P. is a part of the R/W needed from the Hervin Co. and has been figured into the R/W Section's cost estimate. (C.U.P. is with R/W report.)

The City of Tualatin, through its consultant, Robert Wright, Engineering, is in the process, at this writing, of acquiring two parcels within the project for the immediate construction of Martinazzi Street south of Nyberg Rd. These parcels, part of the Hervin Company and part of the Fred Meyer land, are shown on the Detail Map as existing public right-of-way. Deeds are not available at this time.

Additional R/W not shown on the Detail Map might be needed at the following intersections for signal pole construction:

Boones Ferry @ L-line
Martinazzi @ L-line
Martinazzi @ Nyberg.

The Signal Engineer, Traffic Section in Salem, upon completion of a signal layout plan, will provide the information on needed R/W.

UTILITIES

Following is a list of utilities located within the project;

Electric Power: Portland General Electric (PGE),
Telephone: General Telephone Co. of the N.W. (GTE),
Gas: Northwest Natural Gas (NNG),
Water: City of Tualatin,
Sewer: Unified Sewerage Agency (USA) and city of Tualatin.

PGE facilities that require moving are the aerial pole lines on existing roads where new construction interferes. About 5 poles, all within existing road rights-of-way, must be moved. Several of the poles to be moved have city-owned luminaries and GTE wires on them.

GTE facilities on the job are aerial pole lines and underground lines on Nyberg and Boones Ferry roads. The underground lines shown are projections from GTE Co. maps and were not physically tied to the survey. Assuming a 30" cover on the underground lines, adjustments needed should be limited to the above-ground accessories such as manholes and closures.

At locations where roadside widening occurs, such as stations "B" 13+50 to "B" 19+00, and "W" 85+00 to "L" 97+50, the Region Utilities Engineer shall coordinate with the affected Utility, undercovering operations as necessary to determine the extent of needed adjustments.

The NNG underground lines on the project are located along the Tualatin-Sherwood Rd, Boones Ferry Rd., and Nyberg Rd. Adjustment to surface appurtenances such as valves will be needed throughout. As with the GTE underground lines, the NNG underground lines are projections from NNG mapping, so needed adjustments should be coordinated by the Utilities Engineer.

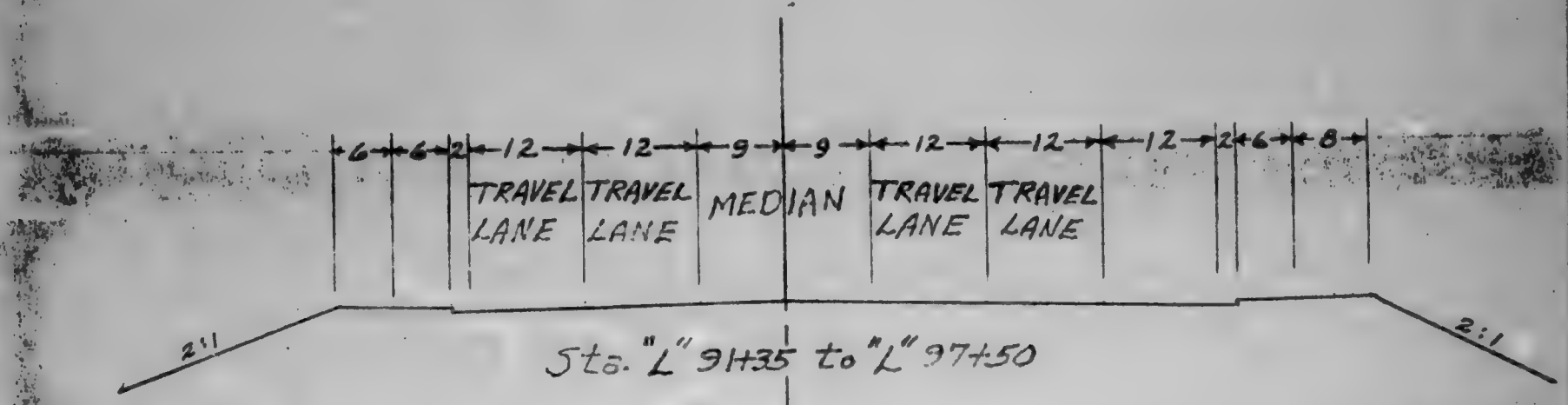
Water lines on the project and their possible adjustment are the same as for gas lines. Two fire hydrants on Boones Ferry Rd. and the hydrant at the S.W. corner of Martinazzi and Nyberg must be moved.

Adjustment to sewer facilities are the two manholes on the job which are included in the contract items for adjustment by the contractor. There are, however, two crossing sewer lines at stations "L" 75+60 and "L" 77+73, where the new construction subgrade is about two feet lower than the existing ground; the cover is reduced to about 10 feet. Reimbursable relocation cost rights, limited to city-owned utilities, will be determined at a later date by the Region 1 Utility Engineer.

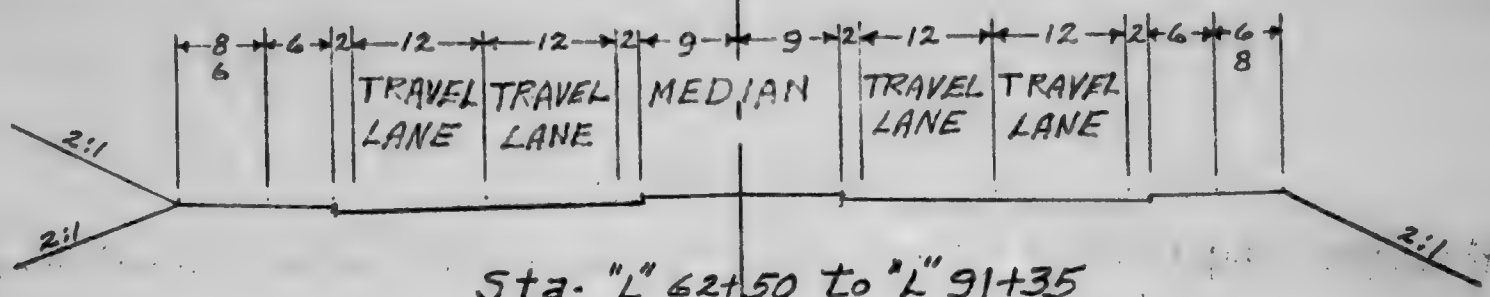
UNIT PRICES

Unit prices were provided by George Sanford, Cost Analyst, Construction Section, for items 1 to 48, and for item 50. Item 49, Signs, is an average cost; however, further review by the Sign Engineer is needed. Items 51-54, landscaping items, are the same items and cost as provided by the landscape engineer for the 1978 DEIS estimate. Item 55, Signals, are estimate costs provided by William Zirbes, Signal Engineer, and Tom Schwab, Metro Transportation Analysis Engineer.

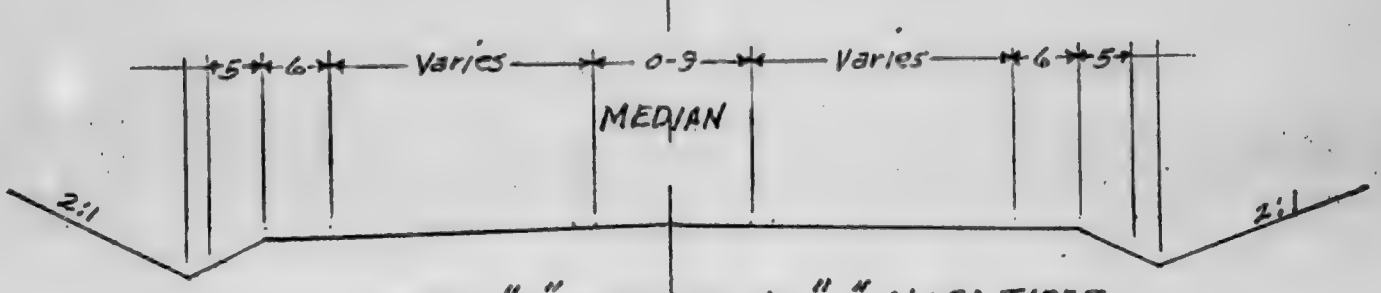
Railroad work is a quoted estimate given by the Railroad Engineer, Roger Trygstad. For right-of-way and utilities costs, refer to the respective reports.



Sta. "L" 91+35 to "L" 97+50

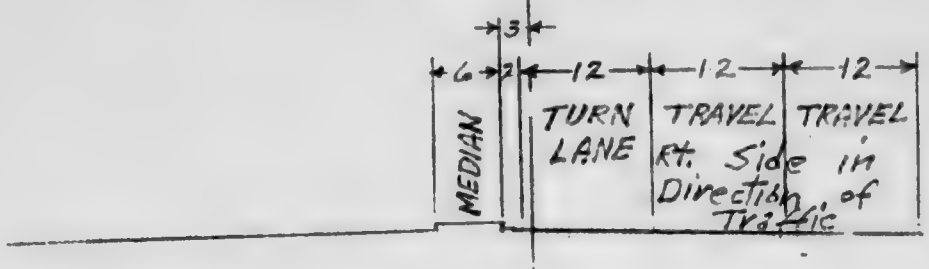


Sta. "L" 62+50 to "L" 91+35



Sta. "L" 53+50 to "L" 61+30 TAPER

Sta. "L" 61+30 to "L" 62+50



LEFT TURN SECTION STA L62+50 - L 91+35

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OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section S.W. 89th-Pacific Highway Unit
Highway Nyberg Rd. (Tualatin) County Washington Prefix 234-1959
Length 0.83 Designer Draftsman J.R. Williams Date Sept. 1979
8-31-79

Grading and Surfacing Items

Item	Unit	Net	Allow	Gross	Price	Amount
1. MOBILIZATION (8%)	L.S.					93,000
2. TEMPORARY PROTECTION & DIRECTION OF TRAFFIC (3%)	L.S.					35,000
3. TEMPORARY SIGNS	SQ. FT.	506		506	6.00	3,036
4. TEMPORARY BARRICADES	EACH	20		20	125.00	2,500
5. FLAGMEN	HOUR	912	88	1,000	20.00	20,000
6. CLEARING AND GRUBBING	L.S.					20,000
7. REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.					2,000
8. DITCH EXCAVATION	C.Y.	1,295	5	1,300	8.00	10,400
9. EMBANKMENT IN PLACE	C.Y.	18,000		18,000	4.25	76,500
0. EXTRA FOR SELECTED TOPSOIL MATERIAL	C.Y.	999	1	1,000	5.00	5,000
1. TRENCH EXCAVATION	C.Y.	910		910	10.00	9,100
2. FINISHING ROADBED AND SLOPES	L.S.					10,000
3. OBLITERATE OLD ROADWAY	SQ. YD.	785	15	800	2.00	1,600
4. WATERING	M-GAL	96	4	100	10.00	1,000
5. COARSE AGGREGATE BASE	TON	382	18	400	8.00	3,200
6. LIME TREATED SUBGRADE	SQ. YD.	34,545	455	35,000	1.50	52,500
7. LIME	TON	389	11	400	85.00	34,000
8. CEMENT TREATED BASE MIXTURE	TON	14,835	165	15,000	10.00	150,000
9. CEMENT	TON	816	9	825	85.00	70,125
0. CLASS "B" ASPHALT CONCRETE MIXTURE	TON	8,810	190	9,000	14.00	126,000
1. ASPHALT CEMENT IN MIXTURE	TON	572	13	585	105.00	61,425
2. ASPHALT IN SEAL COAT	TON	41	1	42	150.00	6,300
3. ASPHALT IN TACK COAT	TON	5		5	200.00	1,000
4. EXTRA FOR ASPHALT APPROACH	EACH	8		8	200.00	1,600

Total (7)

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section SW 89th — Pacific Highway Unit
Highway Nyberg Road (Tualatin) County Washington Prefix 234-1959
Length Designer Draftsman I.R. Williams Date Sept 1979

Grading and Surfacing Items

Item	Unit	Net	Allow	Gross	Price	Amount
5. 36-INCH ARCH TYPE PIPE	L.F.	236		236	23.00	5,428
6. 24-INCH SEWER PIPE	L.F.	112		112	27.00	3,024
7. 15-INCH SEWER PIPE	L.F.	436		436	14.00	6,104
8. 12-INCH SEWER PIPE	L.F.	1916		1916	13.00	24,908
9. 8-INCH SEWER PIPE	L.F.	68		68	7.50	510
0. 8-INCH CONDUIT	L.F.	440		440	7.50	3,300
1. 2-INCH CONDUIT	L.F.	440		440	5.00	2,200
2. EXTRA FOR PIPE UNDER PAVEMENT	L.F.	45		45	20.00	900
3. EXTRA FOR PIPE UNDER RAILROAD	L.F.	50		50	80.00	4,000
4. CONCRETE MANHOLES	EACH	2		2	1,500.00	3,000
5. CONCRETE INLETS, TYPE CG-1	EACH	10		10	500.00	5,000
6. " " " CG-2	EACH	18		18	550.00	9,900
7. " " " G2-MA	EACH	3		3	700.00	2,100
8. GUARD RAIL, TYPE 2A	L.F.	325		325	10.00	3,250
9. GUARD RAIL ANCHORS, TYPE 1	EACH	1		1	400.00	400
0. GUARD RAIL END PIECES, TYPE C	EACH	1		1	200.00	200
41. CONCRETE WALKS	SQ.YD.	5,523	77	5,600	17.00	95,200
42. CONCRETE DRIVEWAYS	SQ.YD.	30		30	25.00	750
43. CONCRETE CURB TYPE A	L.F.	8,009	91	8,100	9.00	72,900
44. CONCRETE CURB, TYPE C	L.F.	4,735	65	4,800	4.75	22,800
45. CONCRETE ISLAND, TYPE C-1	C.Y.	28	2	30	180.00	5,400
46. DELINEATORS	EACH	20		20	20.00	400
47. ADJUSTING MANHOLES	EACH	4	1	5	200.00	1,000
48. SETTING MAILBOX POSTS	EACH	2		2	75.00	150
49. PERMANENT SIGNING	L.S.					6,000

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 3 of 3 Sheets

ection SW 89th --- p Pacific Highway Unit
lighway Nyberg Road (Tualatin) County E Washington Prefix 234-1959
.ength 0.83 Designer Draftsman J.R. Williams Date Sept 1979

Grading and Surfacing Items

Item	Unit	Net	Allow	Gross	Price	Amount
50. ROADSIDE SEEDING AND MULCHING	ACRE	2		2	1,000	2,000
51. FURNISH AND PLANT SHRUBS	EACH	2205	95	2300	5.00	11,500
52. FURNISH AND PLANT TREES	EACH	123	7	130	25.00	3,250
53. SOIL CONDITIONER	C.Y.	330		330	8.00	2,640
54. MULCH	UNIT	48	2	50	50.00	2,500
55. SIGNALS	L.S.					198,000
SUBTOTAL (CONTRACT ITEMS)						1,294,000
EXTRA WORK:						
STRIPING (SFO)						3,000
SUBTOTAL						1,297,000
ENGINEERING & CONTINGENCIES	--25%					324,000
RAILROAD WORK						100,000
RIGHT OF WAY						775,000
UTILITIES						---
			GRAND TOTAL			$2,496,000

Total

cy: Const. Reg. 1 I-5
Proj. Mgmt.
Engr.
metro.
Cam

This to: File
Tualatin

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

Victor Atiyeh
Governor

August 15, 1979

Oregon Department of Transportaion
Attn: Mr. Anthony J. George, Jr.
412 Transportation Building
Salem, OR 97310

Re: Southwest 89th Avenue--Pacific Highway (I-5) Nyberg Road
AQ Highway File No. 34-7922
Indirect Source Construction Permit
Date of Issuance

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Nyberg Road, Tualatin, Oregon.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Vollstedt
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
Strout Copy
Wakerlig

RECEIVED
AUG 23 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

HWH:np
Enclosure
cc: Washington County Planning Agency
Wink Brooks
Northwest Regional Office

DEQ-1

Permit Number: 34-7922
NCIS No.: 34-7922
Issuance Date: AUG 15 1979

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Southwest 89th Avenue - Pacific Highway (I-5) Nyberg Road

ISSUED TO:

Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

SOURCE SITE:

Nyberg Road
Tualatin, OR

County:

Washington

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young, Director — AUG 15 1979 — Date

Permitted Activities

Until such time as this permit is modified or revoked, the Oregon Department of Transportation is herewith permitted to construct and operate an indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   a. Bypass to Southwest Nyberg Road between Southwest 89th Avenue and K Mart driveway at Southwest Nyberg Road.

   b. Southwest Nyberg Road between K Mart driveway at Southwest Nyberg Road and Pacific Highway (I-5).

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The project shall be constructed as generally described under Alternative 2 in the Draft Environmental Impact Statement.

Notice of Construction

4. A notice of construction form, number NC-IS 34-7922 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

State of Oregon
Department of Environmental Quality
Air Quality Division
522 S.W. Fifth, Portland, OR 97204
Mailing Address: P.O. Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Southwest 89th Avenue--Pacific Highway (I-5) Nyberg Road.

NCIS 34-7922

Date August 15, 1979

Department of Environmental Quality
Air Quality Division
P.O. Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on _____ and will be in operation by _____.

_____
Signature

_____
Title

9375

234-1959

9282

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8250
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: August 7, 1979

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Construction Request
Nyberg Road Project (89th/I-5)
City of Tualatin

The City of Tualatin is requesting construction of the Nyberg Road project between 89th Avenue and I-5, and the attached letters from the city and project coordinator Ron Kleinschmit indicate that they wish to expidite. Metro would like to have a construction finance agreement prepared which will allow execution of a right-of-way service agreement so that acquisition may proceed.

MSD has approved approximately $217,000 FF for the right-of-way acquisition and the present estimate indicates that this will be more than sufficient. The MSD approval is for FY 80 and Metro would like to complete as much of the paper work as possible so that acquisition might begin shortly after October 1, 1979.

JR:sb

Attachment

cc: Region I
Ron Kleinschmit

8-15-79
cc: F.A. Unit

In for typing
Hold for I-505 withdrawal
& 1980 TIP Approval.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 8 1979
REFERRED TO .....
FOR .....
FILE: PM FA LG.

234-1959/534-1970

STATE OF OREGON

INTER-OFFICE MEMO

ODOT - METRO
DEPT.

238-7437
TELEPHONE

TO: James D. McClure
Project Development Engineer

DATE: August 1, 1979

FROM: Ron Kleinschmit Ron Kleinschmit
Project Coordinator

SUBJECT: Project Schedule and Right-of-Way Procedures
S.W. 89th Avenue and Glencoe Road-West Union Road

GLENCOE ROAD-WEST UNION ROAD

It is realistically possible that the final Neg. Dec. on this project will be complete three months early. (September 25th instead of December 1, 1979).

To prevent any slippage of this time savings and possibly gain another month on the schedule, the following could be done:

1. Washington County requests that the R/W service agreement be written now. (This is being pursued).

2. As soon as possible, provide Salem with a copy of the required R/W takings so that descriptions may be written.

3. Write the R/W service agreement. The county no longer wishes to purchase R/W themselves.

There is always the possiblity that a description might have to be revised, but on this project it is not too likely.

S.W. 89th To I-5

The FEIS should be complete by August 16th instead of October 1979. Once again, at least an extra month might be gained by the following:

1. Urge Tualatin to request a construction finance agreement be written now. (Normally not done until FHWA design approval is given).

2. Once this is completed, a R/W service agreement can be written. (Tualatin no longer wishes to negotiate for the R/W).

3. Provide Salem with sufficient information to begin writing the descriptions.

The above projects are both high priority for the sponsors, writing the agreements in advance merely provides the formality of agreement prior to the normal time frame. However, as was the case on S.W. 65th Avenue bridge, a delay in the project was caused by waiting for the agreements and authorization after negotiations could have been started.

Ron: Proceed with as much of this as possible now.

R/W personnel may not be available due to the compressed schedules, however, if they were we would be prepared.

RK:PE

cc: M.J. Klotz
Ken Rolfe
D.R. Adams

RESOLUTION NO. 544-79

A RESOLUTION DECLARING THE COUNCIL'S SELECTION OF ALTERNATIVE 2: TUALATIN-SHERWOOD BYPASS OF THE S.W. 89th AVENUE/ INTERSTATE 5/NYBERG STREET AND BYPASS ALTERNATIVES DRAFT ENVIRONMENTAL IMPACT STATEMENT

BE IT RESOLVED by the City Council of the City of Tualatin.

WHEREAS the City Council has conducted a public hearing on the Draft Environemntal Impact Statement for the S.W. 89th Avenue-Interstate 5/Nyberg Street and Bypass Alternative, and

WHEREAS the majority of the testimony presented was in favor of Alternative 2: Tualatin-Sherwood Bypass, and

WHEREAS the City of Tualatin Urban Renewal Advisory Committee and the Tualatin Planning Advisory Committee have formally supported Alternative 2: Tualatin-Sherwood Bypass, and

WHEREAS the selection of Alternative 2: Tualatin-Sherwood Bypass is consistent with existing and proposed comprehensive plans of the Urban Renewal Agency and the City of Tualatin.

NOW THEREFORE BE IT RESOLVED, that the City of Tualatin does hereby endorse Alternative 2: Tualatin-Sherwood Bypass in the Draft Environmental Impact Statement, S.W. 89th Avenue/Interstate 5/Nyberg Street.

INTRODUCED AND ADOPTED this 14 day of May, 1979.

CITY OF TUALATIN, OREGON

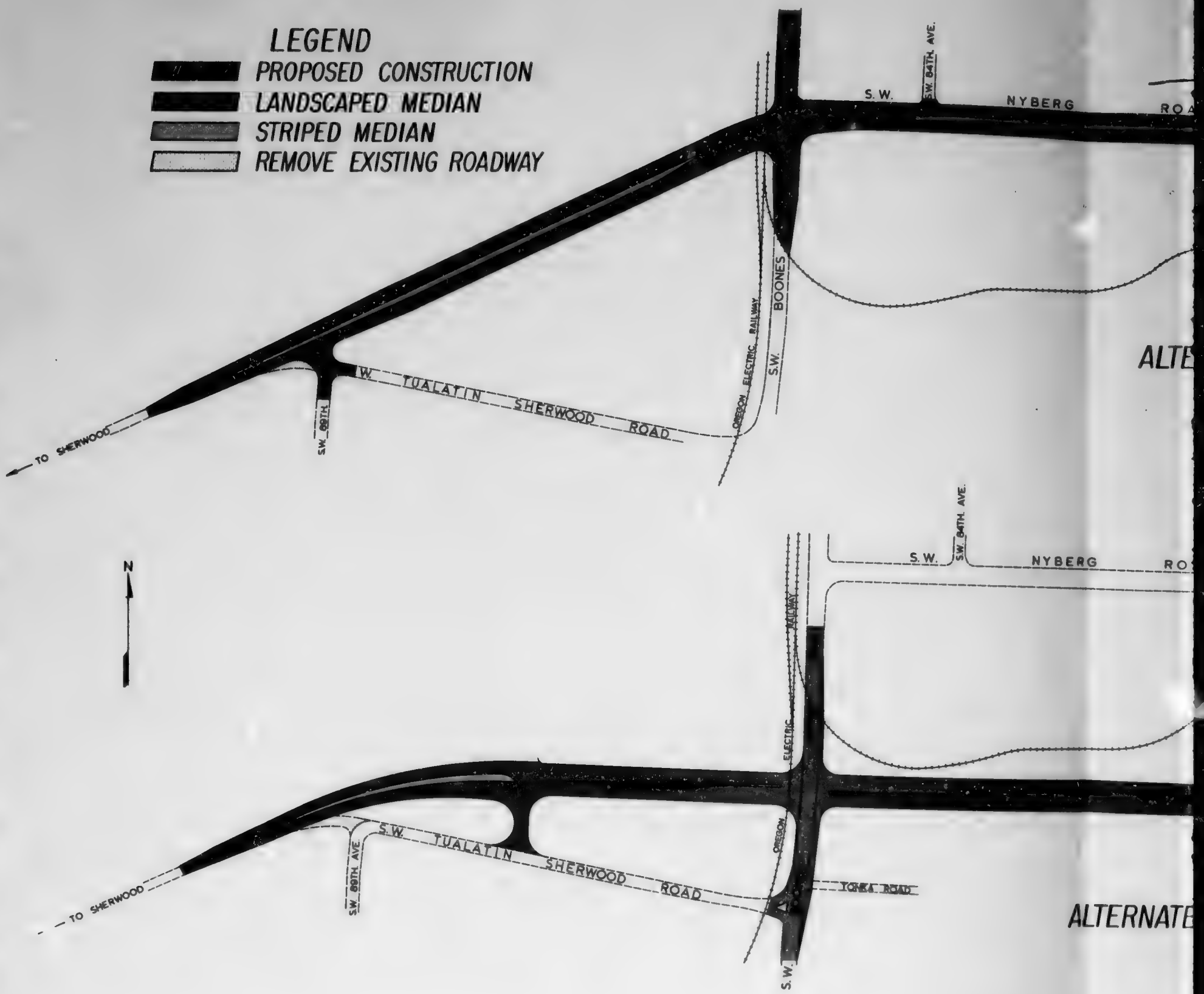
BY _____
Mayor

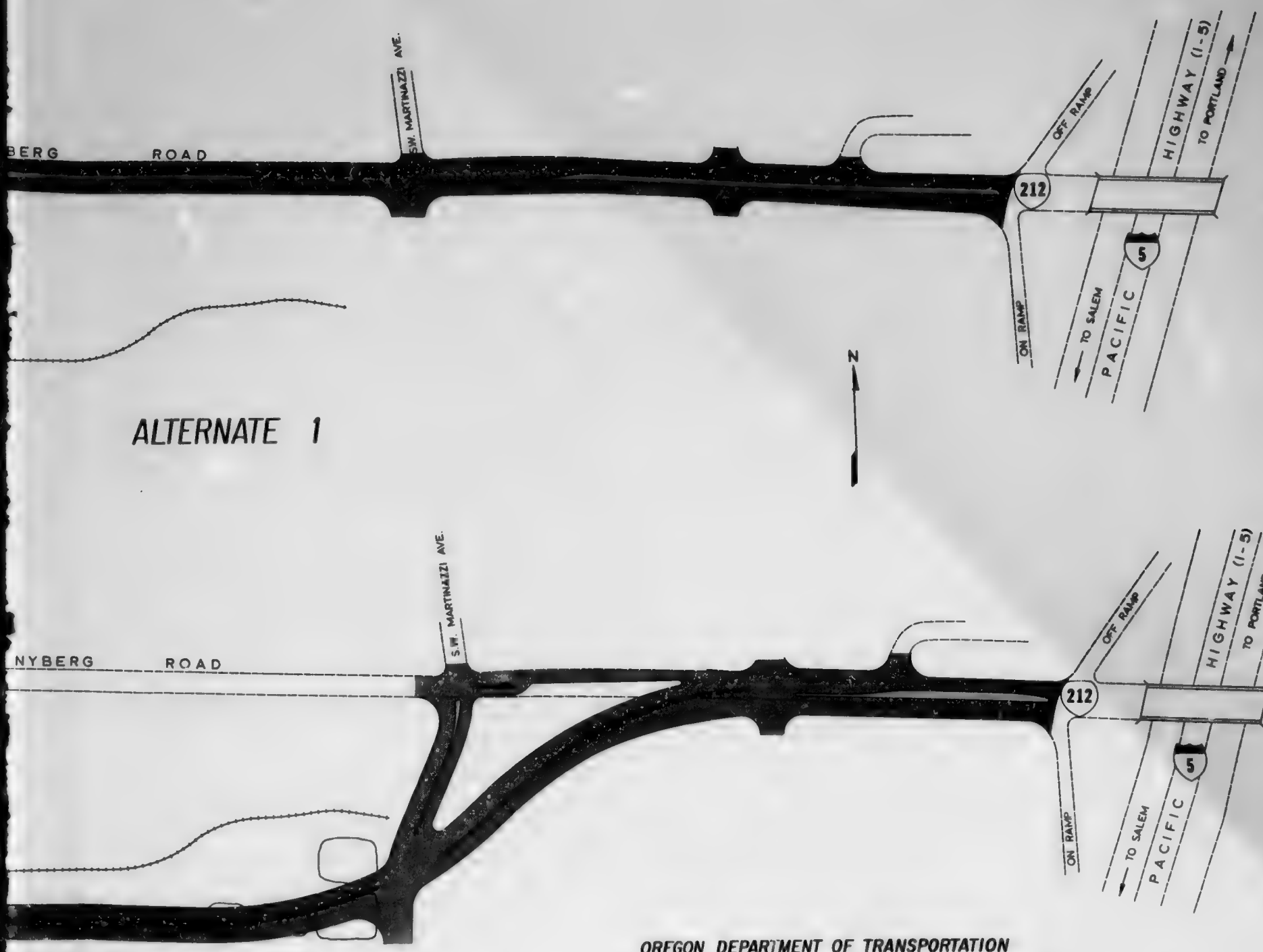
ATTEST:

BY _____
Recorder

LEGEND

- PROPOSED CONSTRUCTION
- LANDSCAPED MEDIAN
- STRIPED MEDIAN
- REMOVE EXISTING ROADWAY





ALTERNATE 1

ALTERNATE 2

OREGON DEPARTMENT OF TRANSPORTATION

CORRIDOR-DESIGN HEARING MAP

S.W. 89TH AVE - I-5 FREEWAY (TUALATIN)

NYBERG ROAD (FAS-120)

WASHINGTON COUNTY

1979

4375

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Original Signed By D. E. Swan
D. E. Swan
Operation Programming Engineer

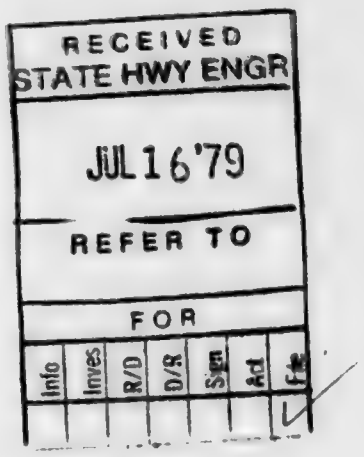
SUBJECT: Study Report
Index No. 80112
Project No. M-9282(2)
S.W. 89th Ave-I-5 Hwy (Tualatin) Section
Washington County

Attached for your information is a copy of the study report with supporting documents to aid you in your evaluation to determine if the Final Environmental Impact Statement (FEIS) when submitted adequately addresses the proposed location/design.

Upon FHWA's adoption of the FEIS which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering under Project No. M-9282(2) necessary to obtain PS&E approval at an estimated total cost of $ 9,000 with obligation of $7,700 in federal funds.

JLG:fkc
Attachment

cc: H. S. Coulter
R. H. Bothman (Metro)
E. S. Hunter
F. E. Terpin
Max Klotz (Metro)
Gary Potter
J. H. Versteeg
R. W. Ellison
E. L. Hardt (Region 1)
John Grassman
Jon Rose (Metro)



AN EQUAL OPPORTUNITY EMPLOYER

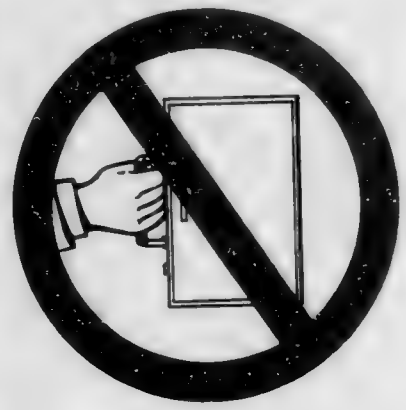
1981 SW 89th Ave.-Pac. Hwy. 9375
(Tualatin) Sec., SW Nyberg Rd. (Gr.,
pav., sign., sig. & landsc.) #1

The Oregon Department of Transportation

ORIGINAL RECORDS

DO NOT REMOVE

FROM TRANSPORTATION BUILDING



The Oregon Department of Transportation

731-0274 (2-88)

1981 SW 89th Ave.-Pac. Hwy. 9
(Tualatin) Sec., SW Nyberg Rd. (
pav., sign., sig. & landsc.)

CqA	6705	8-18-78
	7195	5-23-80; 3-31-81
	7506	8-28-81; 9-10-81
RR	1075	12-18-81
	1076	6-18-81

9375

V. Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 18, 1979

In Reply Refer to
File No.:

Mr. Howard Harris
Transportation Coordinator
Department of Environmental Quality
PO Box 1760
Portland, OR 97207

RE: Consistency Determination and Indirect Source Construction Application
SW 89th Ave.-Interstate 5 (Tualatin)
City of Tualatin
Washington County, Oregon

Dear Mr. Harris:

It is requested that the Department of Environmental Quality (DEQ) determine whether the subject project is consistent with the State Implementation Plan and would not interfere with the attainment and maintenance of ambient air quality standards. This determination is necessary to obtain Federal Highway Administration approval of the Final Environmental Impact Statement.

The evaluation of air quality impacts done for the Draft EIS indicates that Alternative 2, which has been selected for advancement, is consistent. If DEQ concurs, please notify me by letter. A reply no later than July 2 would be appreciated.

Enclosed please find an Indirect Source Construction Application for the project. Included with the application is the supporting traffic information, including the information requested in your comment on the Draft EIS. The remainder of the information needed for the ISPA is contained in the Air Quality Technical Report previously sent to your office. Please review the application pursuant to OAR 340-20-100 through 20-135. Tony George is available to discuss the project if there are any questions.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

GAP:CG:brl

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TECHNICAL SERVICES
JUN 20 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

AN EQUAL OPPORTUNITY EMPLOYER

Form 734-3122

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

1234 S.W. MORRISON STREET, PORTLAND, OREGON 97205 Telephone (503) 229-5696

INDIRECT SOURCE CONSTRUCTION PERMIT APPLICATION

APPLICATION TO: (xx) Construct a New Indirect Source
( ) Modify an Existing Indirect Source

An Indirect Source Construction Permit shall be applied for at least 90 days in advance of the anticipated start of construction. The Department may request additional information within 15 days of receipt of this application. The Department will act to approve or deny a completed application within 60 days after receipt of the completed application.

1. Project Information

Project Name SW 89th Ave.-Pacific Highway (I-5) Section

Address of Project Nyberg Road (street) Tualatin (city) Oregon (state) (zip)

Nature of Business Highway Improvement

Estimated Construction Date January, 1981 No. of Parking Spaces N/A

(Please include information requested pursuant to OAR 340-20-100 through 20-135)

2. Applicant Information *(Permit will be issued to this person, agency or business)*

Business Name Oregon Department of Transportation - Highway Division

Mailing Address State Transportation Bldg., Salem, OR 97310 (street, city, state, zip)

Responsible Person to Contact Anthony J. George, Jr. Title Engineering Coordinator Environmental Section

Other Person Who May Be Contacted Gary A. Potter Title Manager, Environmental Section

Corporation ( ) Partnership ( ) Individual ( ) Government Agency (✓)

3. Consultant Information *(If representing applicant)*

Business Name N/A Phone

Mailing Address (street, city, state, zip)

Responsible Person to Contact Title

Other Person Who May be Contacted Title

4.

Signature of Applicant Anthony J George Jr Date June 15, 1979

Title Engineering Coordinator - Environmental Section Phone 378-8511

OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

Comment:

Additional information related to maximum traffic levels will have to be supplied. The DEIS does not address this issue. The following points under OAR 340-20-129(4) should be addressed with respect to maximum traffic levels: d, e, f, and n.

Response:

Based on information available for the project area, the determination of maximum traffic levels for the freeway traffic and the arterial streets require different factors for proper description. The maximum day for freeway traffic is 145 percent of the average daily traffic (ADT) while during the same time, traffic on the arterials would be 128 percent of the ADT. Arterial streets would reach 131 percent of the ADT on the maximum day while the freeway would carry 123 percent of its ADT during this maximum day.

These same factors may also be applied to the peak 8-hour traffic to determine the maximum 8-hour period of the year.

9375

Tualatin

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 6, 1979

Salem, OR 97310

FILE:

FROM: Anthony J. George, Engineering Coord.
Environmental Section

TO: J. H. Versteeg
Engineering

SUBJECT: Noise Mitigation
S.W. 89th Avenue-~~Interstate 5~~
Nyberg Road
City of Tualatin
Washington County, Oregon

This letter is to request estimated costs for noise mitigation on the subject project. Five houses along S.W. Tonka Street are predicted to be exposed to noise levels exceeding Federal design levels for Alternative 2. The impacted area is that which is bounded by the Beaverton Tualatin Highway to the west, Nyberg Road to the north, and S.W. Tonka Street to the south.

In order to mitigate this area, a ten foot berm or barrier 565 feet in length would need to be constructed from Station 69+85 to Station 75+50, approximately 55 feet right of centerline. The line of sight between truck stacks and the receptors would be broken by approximately two feet with a ten foot barrier (see attached map). A berm would require additional right of way.

Please provide cost estimates for the most cost effective barrier, either a wall or a berm, including the cost of additional right of way if necessary. Please determine engineering feasibility, and any potential conflicts such as safety, sight distance, drainage, etc.

After we receive your cost estimate, we can assemble a decision package for administrative review. If there are any questions, please contact Tim Thex or myself.

As this is a Final EIS with a very short period alotted for preparation, we would appreciate your earliest response.

AJG:brl

cc: A. Olson

1 Versteeg ✓
Anderson
Christensen
Olson copy
Sullivan
Terpin
Thex copy
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JUN 08 1979
ROAD DESIGN SECTION

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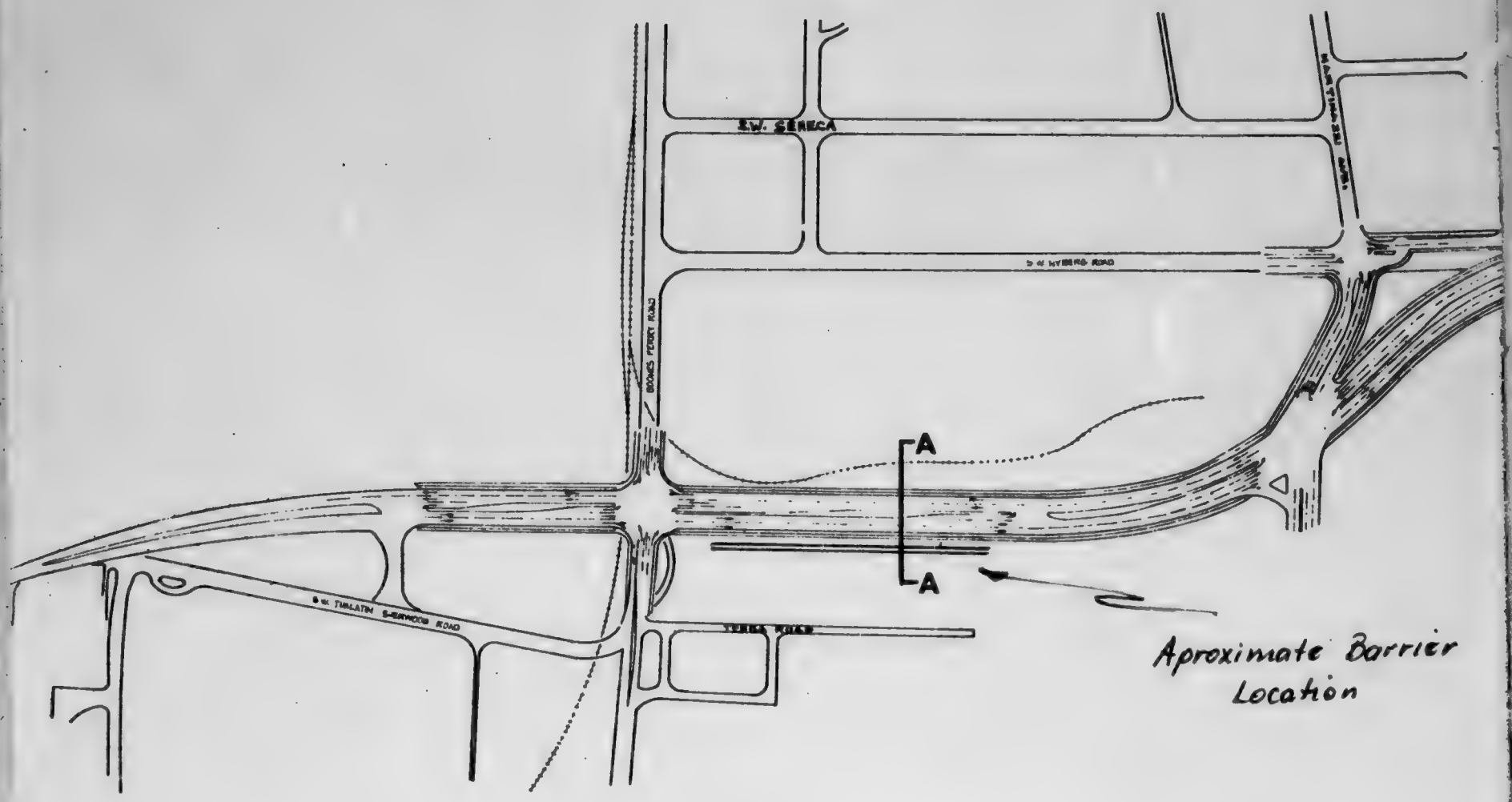

SCALE 1"=360'	FIGURE 6. ALTERNATIVE 2: TUALATIN SHERWOOD BYPASS

9375

Tualatin

ROAD DESIGN SECTION 3786558

Anthony J. George, Engineering Coor. June 19, 1979
Environmental Section

A. D. Olson
Preliminary Design Engineer

Noise Mitigation
S.W. 89th Avenue-Interstate 5 Sec.
Nyberg Road
City of Tualatin
Washington County

Referring to your request of June 6, a ten-foot-high berm would require additional right-of-way. The berm would have to begin at approximately station 70+25 to avoid taking the auto service center building. This would shorten the proposed berm approximately 40 feet, slightly reducing the estimated attenuation.

The estimated cost for constructing an earth berm from station 70+25 to 75+50 is $25,000. The additional right-of-way cost is $125,000, making the total cost $150,000. Presumably the high R/W cost (approx. $5/sq. ft) is an indication of an expected conversion of these dwellings to commercial usage.

A ten-foot-high wall can be constructed within the proposed right-of-way from station 69+85 to 75+50 if it is constructed approximately 48 feet right of center line. The estimated cost for a free-standing concrete block wall at approximately $115/per lineal foot is $65,000. To construct the wall 55 feet right as suggested, the construction cost would be approximately the same, but approximately $17,000 in R/W cost would be required, for a total cost of $82,000.

There would be no apparent adverse impact to the road design by constructing the wall or berm. The auto service center would lose some commercial visibility with construction of either the wall or berm.

This would appear to be a type 1A project.

ADO:cj

Vertieeg ✓
Anderson
Christensen
Olson
Sullivan
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JUN 20 1979
ROAD DESIGN SECTION

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4375

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: June 21, 1979

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: S.W. 89th Ave.-Pacific Highway (I-5)
Nyberg Road (City of Tualatin)
Washington County

Herewith a copy of the Metropolitan Branch's study report for subject section.

I have reviewed the report and agree with their findings and recommendations.

If you concur, please approve the report and return it to me for further distribution.

DB:ge

Attach.

cc: R. N. Bothman
W. N. Hackleman

Approved
E.S.H.
Date 6-26-79

RECEIVED
TECHNICAL SERVICES
JUN 21 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Design | Act | File

1979

...ND STUDY REPORT

...h Ave. - Pacific Highway (I-5)

...berg Road (City of Tualatin)

Washington County

April 1979

Department of Transportation
Metropolitan Branch

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-CONTENTS-

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HEARING STUDY REPORT
S.W. 89th - Pacific Highway
Nyberg Road-(City of Tualatin)
Washington County

RECOMMENDATION

The City of Tualatin, Washington County and the Oregon Department of Transportation recommend approval of Alternative #2. It is consistent with the City of Tualatin draft comprehensive plan, is consistent with the goals of the project, meets the corridor needs and has the least detrimental impact to the area.

PROJECT PURPOSE

The purpose of the proposed project is to increase the capacity of the local street connection to Interstate 5 in the City of Tualatin, to provide relief to increasing conjestion along Nyberg Road, and to improve the traffic circulation patterns in downtown Tualatin.

PROJECT ORIGIN AND HISTORY

Planning for the proposed project originated with the City of Tualatin's Draft Urban Renewal Plan in 1976 and planning studies done prior to that time in the community. The Urban Renewal Plan proposed that significant changes be made in the present traffic circulation patterns in the central business district of Tualatin to accommodate previous and projected industrial growth along S.W. Tualatin Sherwood Road and to improve through traffic circulation in the central business district.

Unit 1: S.W. 65th Avenue Phase I Bridge Project, which proposes construction at a new bridge and approaches across Nyberg Creek; S.W. 65th Avenue and S.W. Nyberg Road Phase II which consists of realignment and widening from Interstate 5 to Sagert Road.

Unit 2: 89th Avenue-Interstate 5 project which is the subject of this Environmental Impact Statement.

These projects were divided into separate units; the subject project is designated as Unit 2.

The S.W. 89th Avenue-Interstate 5 project was approved by the Oregon Transportation Commission in July, 1976. The project was listed in the Columbia Region Association of Governments Transportation Improvement Program (CRAG-TIP) for the Fiscal Years 1979-1982, as required to be eligible for federal funding.

In November, 1977 the Project Assessment prepared by the Oregon Department of Transportation for the 89th Avenue-Interstate 5 project was approved by the Federal Highway Administration and assigned a classification as a Category 2, Major Federal Action Project. Category 2 projects include highway improvement projects that utilize the existing corridor, but have significant social, economic, or environmental impact. Generally, Category 2 projects require investigation of alternative alignments and designs documenting Draft and Final Environmental Impact Statements. Approval was granted by the Federal Highway Administration (FHWA) in February, 1978 for ODOT to proceed with the preliminary engineering activities of Unit 2.

The City of Tualatin nominated the Urban Renewal Advisory Committee in February, 1978 to function as the projects Citizen's Advisory Committee (CAC) serving as a review and comment group representing citizen concerns. The Technical Advisory Committee (TAC), consisting of federal, state, and local representatives was appointed in February, 1978, again serving as an advisory group for ODOT.

A decision to study two alignment alternatives was made in March, 1978 by the Technical Advisory Committee. Two alignment alternatives were included in the project, as federal guidelines require consideration of reasonable alternatives if they exist. In addition, ODOT policy suggests a thorough effort to adapt existing facilities before new roadways are built.

In the area of Alternative 2, it is noted that the City of Tualatin has already permitted several activities which alter the conditions in the area. Specifically, the Alternative 2 corridor has been altered by these changes: approval of Fred Meyer commercial development, south and east of Alternative 2; removal of the sewage treatment plant; provision of a haul and construction route for the Fred Meyer project on part of the proposed Alternative 2 alignment; and approval to extend Martinazzi Avenue, south of Nyberg Road.

PROJECT PURPOSE AND NEED

Existing Roadway Setting

S.W. Nyberg Road is a heavily traveled through traffic corridor from areas within the City of Tualatin and to the east of the city to Interstate 5. This two-lane roadway carries daily traffic volumes between 14,000 and 16,000 vehicles per day through the commercial core of the city. Presently, significant delays are encountered by through traffic and motorists attempting to make turning movements along the roadway. The motor vehicle accident record for S.W. Nyberg Road reveals the problems created by these delays and turning movement conflicts. Projected increases in traffic volumes along S.W. Nyberg Road indicate that without significant improvements to the roadway, the levels of service at the peak traffic hours will worsen substantially by 1998. This means that forced flow conditions are likely to occur on the roadway during the peak traffic periods and that mobility for a major portion of the City of Tualatin will be reduced.

Future plans for improvements to motor vehicle circulation, public transit, motor vehicle and pedestrian safety, emergency vehicle access, and development of a commercial core area will be significantly hindered without major improvement in present traffic patterns in the city.

PROJECT ALTERNATIVES

No Build Alternative

The No Build Alternative would involve no action at this time.

Build Alternatives

Alternative 1 - responds to the growing increase in traffic volumes on S.W. Nyberg Road by providing for two additional travel lanes along essentially the existing alignment of the roadway. The large amount of east/west traffic would still travel along S.W. Nyberg Road through the downtown area. Traffic flow along this street would be improved with the additional travel lanes. Traffic flow would also be improved along S.W. Boones Ferry Road, with the new connection between S.W. Nyberg and S.W. Tualatin Sherwood Road.

Alternative 2 - will increase the capacity of the local street connection to Interstate 5. The intent of Alternative 2 is to divert, by provision of a new bypass, the major flow of east/west traffic away from S.W. Nyberg Road in order to reduce the existing and increasing traffic congestion in the downtown area.

PROJECT COSTS AND FUNDING

The funding for the project is available based on the following distribution: 86 percent federal, seven percent state, three and a half percent county, and three and a half percent city. The following presents a comparison of estimated costs for the Build Alternatives:

	Alternative 1	Alternative 2
Right-of-Way Fiscal Year 1980	$ 480,000	$ 150,000*
Construction, Engineering, Miscellaneous	615,000	1,112,000
Utilities and Railroad Gates	93,000	103,000
TOTAL	$1,188,000	$1,365,000

* Assumes right-of-way dedication of approximately $900,000 of right-of-way. Without dedication total is $2,265,000. ODOT's approval of Alternative 2 assumes right-of-way dedication will take place.

PRE-HEARING INVOLVEMENT

The Draft Environmental Impact Statement (DEIS) was released for distribution on March 23, 1979. A summary of primary distribution is listed in the DEIS. (Section B includes copies of informational letters, news releases, legal notices, information displayed at the open house and hearing and legal notices).

An informational open house was held on March 27, 1979 at the Tualatin City Hall from 9:00 am to 6:00 pm. Copies of the DEIS were available for review and distribution. Comments from this session are contained in a memo to the file (see Section B).

ODOT attended a regular meeting of the Urban Renewal Advisory Committee (URAC) on April 2. The URAC acted as the project Citizen Advisory Committee. The URAC recommendation to the City Council is included in Section C.

The Tualatin Planning Advisory Committee met on April 5 and their recommendation to the City Council is included in Section D.

PUBLIC HEARING

The "No-Build" and two "Build Alternatives" described, along with the Draft Environmental Impact Statement were presented to the public at a corridor/design public hearing held April 23, 1979, at the Tualatin City Hall, 18880 S.W. Martinazzi Avenue, Tualatin.

Hearing Testimony

As of the closing date for official testimony (May 3, 1979), eleven (11) persons presented oral or written testimony. A summary of testimony supporting the various alternatives is tabulated below:

No Build	0
No Opinion	2
Alternative 1 (Nyberg Road expansion and extension	1
Alternative 2 (Tualatin/Sherwood Road Bypass)	8

Project Citizen Advisory Committee recommended approval of Build Alternative 2 by unanimous consensus support. (See motion in Appendix C)

Tualatin Planning Advisory Committee supported Build Alternative 2. (See motion in Appendix D).

SUMMARY OF WRITTEN/ORAL TESTIMONY AND RECOMMENDATIONS (1), (2).

Comment: Public Utility Commission (David Astle) to Yvonne Addington (April 18, 1979).

Re: Recommended installation of warning signal at private spur crossing 3E-36.14-C, Boones Ferry Road.

Recommendation: Funding from Hervin County be sought by the city, for installation of the signal in conjunction with the proposed project.

Comment: Burlington Northern (R.A. Osborne) to ODOT (Ron Kleinschmit) (March 29, 1979).

Re: New grade crossing and closing of existing Tualatin Sherwood Road between 89th Avenue and Lower Boones Ferry Road.

Recommendation 1): The project design included automatic flashing lights and gates at the mainline crossing of the proposed route.

Recommendation 2): Whereas development plans for the vacant property north and south of the existing Tualatin Sherwood Highway have not been formalized and a location for a cul-de-sac may not be consistent with future plans as they develop; ODOT recommends placing a guardrail barrier at the easterly terminus of the highway and the railroad R/W, and that future development plans include adequate fire protection routes as required. Further, the city may wish to take action to vacate the unnecessary R/W of the existing roadway to adjacent land owners per federal, state, county and city procedures, to mitigate additional land acquisitions required under the selected build alternate.

Comment: Tualatin Rural Fire Protection District (Russ Washburn) to Oregon Department of Transportation (April 24, 1979).

Re: Optimum pre-emption controls, purchasing of land for relocation of Fire Station.

Recommendation 1): Internal pre-emption and interconnection systems for signals have been proposed in the project design. At present, all signals in the area are of the radio controlled type, new circuitry should be consistent with the approved control system plan for the area, however, funding for all external devices and extra work required to reconstruct or revise existing facilities will be the responsibility of the Fire District.

Recommendation 2): No legal basis exists to justify purchasing of the requested parcel of property for this project. (Note - the parcel of property described also falls within the 100 year floodplain).

Comment: Marvin Nelson (Hearing transcript).

Re: Noise walls.

Recommendation: A noise study report will be completed on this project. Future land use and cost benefit factors should be considered by the city, in mitigating noise impacts for the interim of changing land uses in the area.

Comment: Evergreen Veterinary Clinic (Jeff W. Roberg) to ODOT (Ron Kleinschmit) April 11, 1979.

Re: Left turn refuge and alignment improvements.

Recommendation 1): Alternative 1 and Alternative 2 proposed designs meet current standards for sight distance, therefore the proposed design does not require a left turn refuge at the private driveway approach.

Recommendation 2): Alternative 1 should have the left turn refuge extended to the connection with S.W. 89th Avenue. Alternative 2 provides a left turn refuge in its proposed design.

Comment: Gerald Zimmel (Hearing transcript).

Re: Bus turnouts.

Recommendation: Whereas the city has assigned Nyberg Road as the transit route and the Bypass the traffic route, and Tri-Met presently has no plans for service on either of these routes, no recommendation is made.

However, there are several locations where bus pullouts could be incorporated into the project in conjunction with expanded development in the area. As was previously discussed, the triangular site (Nyberg Road-Martinazzi-Bypass route) could be developed into a transit information mall. Development plans by Fred Meyer could incorporate a bus turnout lane and loading and unloading site, and a site dedication by the businesses north of Nyberg Road in the K-Mart area might provide another.

(1) See Appendix A for Comment Letters.

(2) See Appendix A for Hearing Transcript (oral testimony).

TUALATIN CITY COUNCIL ACTION

The Tualatin City Council, on May 14, approved a motion to support Build Alternative 2. The vote was 4 in favor, 3 opposed and the chairman not voting. The city staff presented the draft hearing study report to the council with a recommendation of supporting Alternative 2 and approval of the recommendations to the hearing comments.

CONCLUSION

Design Alternative 2 meets the objectives and is supported by the citizens of Tualatin;

Support is based on the following:

1. Consistent with the City Urban Renewal Plan and Draft Comprehensive Plan.
2. Consistent with the goals and objectives established by the Citizens and Technical Advisory Committees.
3. Consistent with CRAG (MSD) policies.
4. Consistent with traffic plans and needs for the area.
5. Provides the best traffic circulation pattern for Tualatin's downtown area.
6. Except for requiring the most new right-of-way, Alternative 2 will cause the least detrimental impact to the area and allows for future planned development.
7. Was recommended by the Technical Advisory Committee (See DEIS).
8. Was recommended by the Urban Renewal Advisory Committee (See Section C).
9. Was recommended by the Tualatin Planning Advisory Committee (See Section D).
10. Was recommended by the city staff.
11. Was supported by Washington County (See DEIS).

FINAL EIS - MITIGATIVE MEASURES ANALYSIS AND RECOMMENDATIONS

S.W. 89th Avenue - Interstate 5
Nyberg Road (City of Tualatin)

Prepared by: Ron Kleinschmit
Project Coordinator

Date: May 30, 1979

Compiled for use in completing the Final EIS

FINAL EIS - MITIGATIVE MEASURES
ANALYSIS AND RECOMMENDATIONS

S.W. 89th Avenue - Interstate 5
Nyberg Road (City of Tualatin)

The suggested mitigative actions contained in the project DEIS have been reviewed and recommendations made for inclusion in the final environmental document. The by-pass Alternative 2 has been selected by the City of Tualatin, as the build alternative and has ODOT concurrence.

The recommendations for mitigation on Alternative 2, have been developed in cooperation with the city, county and Metro Branch staff. The following measures are from the DEIS with recommendations based on staff review:

SECTION 3.1 LAND USE MITIGATION

"The city should perform site specific review of future commercial uses to insure that adequate design standards are met."

Recommendation: Current city policy recommends deletion from FEIS since not part of project.

"Strengthen the industrial and commercial zoning regulations in order to protect environmentally sensitive lands and consider a more flexible use of land within the urban renewal area."

Recommendation: City is currently working toward this end, through the Urban Renewal Plan, Comprehensive Plan, Wetland Study. Recommend deletion from FEIS since not part of project.

SECTION 3.2 TRAFFIC AND TRANSPORTATION MITIGATION

"No mitigation measures are proposed for traffic with respect to Alternative 2."

SECTION 3.3 SOCIOECONOMIC MITIGATION

"The costs of this alternative are partially mitigated by the proposed voluntary dedication of right-of-way. FHWA right-of-way acquisition and appraisal procedures will be followed. The FHWA procedures prohibit requiring property owners to dedicate property, so if voluntary dedication does not occur the costs of Alternative 2 will be greater as described above."

Recommendation: The city is working toward dedication of right-of-way, for Alternative 2. Additional funds, if dedication does not take place, will be the responsibility of the city. State and federal acquisition procedures will be followed.

SECTION 3.4 AIR QUALITY MITIGATION

General Mitigation

"Measures to diminish air quality problems in the Tualatin study area under the No Build Alternative fall into several broad categories: (1) measures implemented to meet state and federal vehicle emission goals in compliance with Clear Air Act requirements; (2) measures contained in the State Implementation Plan to reduce levels of CO, suspended particulate, and photochemical oxidant in the regional air basin to attain and maintain compliance with ambient air quality standards; (3) local particulate control measures recommended to reduce TSP levels in the City of Tualatin [practical steps which may be taken include (a) timely completion of construction activity; (b) implementation of a regular street sweeping program; (c) controls on haul trucks carrying soil and fill loads in open beds]; (4) implementation of a roadway project alternative

to reduce exposure of sensitive receptors to elevated CO and TSP levels by increasing vehicle speeds and diverting through traffic away from sensitive areas in the Central Business District."

Recommendation: Concurrence will be attained with Alternative 2 mitigation measures of the construction work and as part of local enforcement and budgetary constraints of the city and D.E.Q. permits.

Mitigation: (Alternative 2)

"Air quality control measures related to state and federal planning requirements are identified under the No Build Alternative. Recommended local particulate control measures include street cleaning and fugitive dust standards for haul trucks, as discussed under the No Build Alternative. Refer to the Alternative One discussion for description of state regulations applicable to construction related pollutants."

Recommendation: Concurrence will be accomplished with build Alternative 2.

SECTION 3.5 NOISE MITIGATION

"Mitigation of the noise impacts of Alternative 2 with the selected use of noise barriers (walls, berms, or a combination of the two) would be possible in Alternative 2. Because this alternative involves new roadway construction through areas that would not have the access requirements encountered on S.W. Nyberg Road, noise barriers could effectively be incorporated into the construction process."

"The extent to which noise barriers should be incorporated into Alternative 2 must be weighed against other considerations. If the area adjacent to S.W. Tonka Street is to remain a residential area, inclusion of a noise barrier along the proposed Tualatin Sherwood Bypass at this location may be desirable. If this was to be considered only a temporary land usage of the area, then the necessity of a noise barrier at this location would depend on the sensitivity of future uses. The inclusion of noise barriers along the alignment of Alternative 2 would result in significant reductions in noise levels, but would also have an impact on the visual quality and significant impact on floodway safety by posing an obstruction to through flow. With these considerations in mind only the mitigation measures already addressed in Alternative 1 are proposed."

Recommendation: Noise study report will be completed on this project. Future land use and cost/benefit factors will be considered in mitigating noise violation impacts for the interim of changing land uses in the area.

SECTION 3.6 GEOLOGY AND SOILS MITIGATION

"A detailed soils investigation is to be performed before construction begins. Information on the engineering properties of the soils generated by this investigation should be sufficient to provide the design detail necessary for construction of the roadway. In addition, the sewage ponds existing along the route will be dug out and replaced. The ponds that have already been filled will be examined to ensure that no foundation problems exist. Mitigation of erosion includes all measures applied to Alternative 1."

Recommendation: Concurrence, no change needed.

SECTION 3.7 HYDROLOGY AND WATER QUALITY MITIGATION

"No measures are necessary to mitigate the minor drainage and water quality impacts of Alternative 2. Separation of waters in the wetland adjacent to the Alternative 2 alignment from urban stormwaters may be accomplished with continued use of the existing trench or a similar facility. Potential shallow groundwater conditions would be identifed by soil assays prior to construction. Mitigation of erosion includes mulching of disturbed areas and retention basins."

Recommendation: Concurrence, the usage of retention basins will be studied concurrently with soils and geology in a flood plain.

SECTION 3.8 BIOLOGY MITIGATION

"No mitigation measures are suggested for Alternative 2."

Recommendation: Concurrence, tree preservation methodology section 8.3 DEIS Volume II may be considered in project specifications.

SECTION 3.9 VISUAL CHARACTERISTICS MITIGATION

"Alternative 2 will include a landscaping plan as described herein. The final landscaping plan should extend for the length of the whole corridor. Landscaping will be maintained by the City of Tualatin."

Recommendation: Concurrence, no change needed.

SECTION 3.10 ENERGY MITIGATION

"Volume II provides suggested mitigation measures similar to those for Alternative 1 which alleviate energy consumption. Presently no specific energy mitigation measures are included in the project."

Recommendation: Concurrence with statement, on-going practices for energy conservation in construction and permanent lighting are normally implemented as much as practical in current designs and construction practices.

SECTION 3.11 CULTURAL RESOURCES MITIGATION

"If an archaeological survey is deemed necessary, the survey will be conducted by the Oregon State Museum of Anthropology at the University of Oregon. Any recommended salvage and/or other mitigation procedures will be completed before initiation of construction activities. These procedures will be coordinated and final results approved by the State Historic Preservation Office."

Recommendation: Concurrence, no change needed.

RESOLUTION NO. 544-79

A RESOLUTION DECLARING THE COUNCIL'S SELECTION OF ALTERNATIVE 2: TUALATIN-SHERWOOD BYPASS OF THE S.W. 89th AVENUE/ INTERSTATE 5/NYBERG STREET AND BYPASS ALTERNATIVES DRAFT ENVIRONMENTAL IMPACT STATEMENT

BE IT RESOLVED by the City Council of the City of Tualatin.

WHEREAS the City Council has conducted a public hearing on the Draft Environemntal Impact Statement for the S.W. 89th Avenue-Interstate 5/Nyberg Street and Bypass Alternative, and

WHEREAS the majority of the testimony presented was in favor of Alternative 2: Tualatin-Sherwood Bypass, and

WHEREAS the City of Tualatin Urban Renewal Advisory Committee and the Tualatin Planning Advisory Committee have formally supported Alternative 2: Tualatin-Sherwood Bypass, and

WHEREAS the selection of Alternative 2: Tualatin-Sherwood Bypass is consistent with existing and proposed comprehensive plans of the Urban Renewal Agency and the City of Tualatin.

NOW THEREFORE BE IT RESOLVED, that the City of Tualatin does hereby endorse Alternative 2: Tualatin-Sherwood Bypass in the Draft Environmental Impact Statement, S.W. 89th Avenue/Interstate 5/Nyberg Street.

INTRODUCED AND ADOPTED this 14 day of May, 1979.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
Recorder

APPENDIX A

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

April 23, 1979
7:30 p.m.
Tualatin City Hall
18880 SW Martinazzi
Tualatin, Oregon

RE: Corridor/Design Hearing
S.W. 89th - Pacific Highway (I-5)
City of Tualatin
Washington County

Conducted jointly by the City of Tualatin and the Highway Division

MAYOR ROY ROGERS: Our next item of business is a public hearing. This is a legislative hearing. It's a public hearing regarding the Oregon Department of Transportation Draft Environmental Impact Statement. It's on SW 89th Avenue to Interstate 5, Nyberg Road of the bypass alternates. As you can see, it's posted on the board. I'll open the hearing with a staff report.

YVONNE ADDINGTON: Members of the Council, the above formal hearing is being held in conformance with federal statutes and regulations, and the Oregon Action Plan, to consider design proposals and related economic, social and environmental impacts for transportation improvements on the SW 89th Avenue to Pacific Highway (I-5) Freeway section of Nyberg Road, in the City of Tualatin, Washington County. The Department of Transportation produced and released the Draft Environmental Impact Statement on February 23, 1979 for public and governmental review and comment. The response from this hearing, including a resolution from the City of Tualatin, will be included in the final environmental statement.

No commitment has been made by the city, county, state or federal government on the proposed designs being presented at this hearing. However, it should be known that the Tualatin Urban Renewal Advisory Committee and the Tualatin Planning Advisory Committee, working on the revised comprehensive plan, have approved the Number 2 alternate of bypassing Nyberg Road with a new alignment.

Written statements will be accepted after this hearing by the Department of Transportation office at 5821 NE Glisan Street, Portland, Oregon 97213, until May 3, 1979. It is expected that the city council will make a decision on May 14, 1979 regarding the alignment.

MAYOR ROGERS: That concludes the staff report. We're reading from scripts tonight as you have seen. It's a little different from our council meetings, but we want to make certain that we cover all the areas that are required. So I am now going to make a statement.

My name is Mayor Rogers of the City of Tualatin. I will serve as hearing chairman and will be assisted by Department of Transportation staff members Ron Kleinschmit, he is project coordinator; Ken Rolfe, he's the right-of-way supervisor; a City of Tualatin planner; and Kay Ransom, representing the consultants who have assisted the Department of Transportation in the preparation of the environmental impact statement. (There were approximately 45 other persons present.)

The purpose of the proposed project is to increase the capacity and safety of the local street connection to Interstate 5 in the City of Tualatin and to improve the traffic circulation patterns in downtown Tualatin. This objective may be obtained by widening, realigning, and extending SW Nyberg Road - the existing connection to I-5 - or by separating local and through traffic by the provision of a bypass (south of SW Nyberg Road) and incorporating design features to control traffic access and movement.

Two build alternates have been developed for the project. Total cost for the project varies between $1.2 and $1.4 million, depending upon the alternate selected. Also considered is the no build alternative. Under this alternative no roadway improvements would be made. The project funding is proposed from federal, state, city and county funds.

At this time I would like to introduce Ron Kleinschmit, the project coordinator to describe the two alternatives.

RON KLEINSCHMIT: Thank you, Mayor Rogers. The proposed project alternatives are located between Interstate 5 and SW 89th Avenue in the City of Tualatin, Washington County, Oregon. The project corridor is approximately .7 of a mile long and extends through Tualatin Central Business District west of Interstate 5.

The no build would involve no action at this time. SW Nyberg Road would remain as it is today, a fifty foot right-of-way with two eleven-foot wide traffic lanes, one left turn lane and a fourty-four foot curb-to-curb width. A bypass connecting Interstate 5 with SW 89th Avenue would not be built, the no build alternative however does not preclude the City of Tualatin from pursuing other transportation or traffic improvement programs in the community.

Alternative 1 - SW Nyberg Road extension and realignment, which incidentally is on the wall back here labeled Alternative 1. There is a detail map and an aerial mosaic with the alignment colored in. The intent of Alternate 1 is to improve traffic flow and circulation by widening and extending the existing SW Nyberg Road from Interstate 5 to SW Boones Ferry Road, SW Nyberg Road would follow the existing alignment and would be widened to the south. From SW Boones Ferry Road to SW 89th Avenue, a new road segment would be constructed to complete the corridor. At SW Boones Ferry Road, the extension of SW Nyberg Road would cross the Burlington Northern Railroad track.

Between I-5 and SW Boones Ferry the road would utilize the existing roadway and an additional thirty-two feet of right-of-way on the south side of the street. This section would provide four twelve-foot travel lanes, a fourteen-foot painted median, and a seven-foot wide sidewalk bikepath on both sides of SW Nyberg Road. On SW Nyberg, the construction centerline would shift thirteen feet south, which allows the roadway to be built using without disturbance, the existing surfacing and curbs to the north. At Martinazzi Avenue the centerline [illegible] to the centerline of the existing SW Nyberg Road. No parking will be allowed on the roadway itself.

Ron Kleinschmit cont.

Traffic conflicts associated with roadway construction would occur at the following locations. SW Tualatin-Sherwood Road, SW Boones Ferry Road, and on SW Nyberg Road continuous from SW Boones Ferry Road to Interstate 5. No detours would be required but traffic control would be necessary at each of these locations. Occasional motorist delays would be experienced at the intersection and wherever construction is in progress along SW Nyberg Road, especially during hauling and paving activities.

Alternative 2 - Tualatin Sherwood Road and Bypass, which is the map towards the front. Once again a detail map and an aerial mosaic that's colored in to show approximately the construction features.

Alternative 2 is designed to improve the traffic circulation patterns along SW Nyberg Road by separating local and through traffic, realigning portions of the roadway and controlling access. An entirely new roadway is proposed under this alternative to divert a large part of the east/west traffic away from SW Nyberg Road and the downtown area of Tualatin. From Interstate 5 to the K-Mart driveway, the existing SW Nyberg Road would be improved to a four-lane divided arterial street. At this point, the new roadway would turn to the south of SW Nyberg Road and run parallel to it approximately 500 feet southerly and across SW Boones Ferry Road to SW 89th Avenue.

The east/west connection between the beginning of the Tualatin Sherwood Road bypass at the K-Mart driveway and the existing SW Nyberg Road would be a one-way eastbound street. Motorists traveling east on SW Nyberg Road to I-5 would have to use the proposed extension of Martinazzi Avenue to reach the Tualatin Sherwood bypass. That's the north-south street, which would then provide connection to I-5. This configuration is intended to channel traffic away from the downtown area and give motorists a clear indication of the route provided for through traffic. Signalized intersections would be provided at the four intersections of SW 80th, SW Boones Ferry Road, SW Nyberg Road and the Tualatin Sherwood bypass.

The following sections would be utilized over the majority of the bypass from the K-Mart driveway to the tapering section at the end of the SW Tualatin Sherwood Road. Four 12-foot travel lanes would be provided with 18-foot planted median areas. This median would be tapered at various locations to provide left turn lanes at intersections and major driveways along the bypass. Also provided on both sides of this roadway would be a 6 to 8 foot sidewalk bikepath and a six foot planted area to separate the sidewalk from the roadway. The western end of the alternative is located on the SW Tualatin Sherwood road just west of SW 89th Avenue. The eastern end of the alternative is located on SW Nyberg Road at Interstate 5 interchange. Traffic control will be necessary at four locations during construction of the proposed alignment. These locations are SW Tualatin Sherwood at 89th, SW Boones Ferry Road, Martinazzi Avenue and SW Nyberg Road and Interstate 5. Extreme congestion is predicted at SW Boones Ferry Road where motorists will most likely experience some delay. Slowed movement with infrequent delays can be expected at other construction locations.

Ron Kleinschmit cont.

Other alternatives considered in addition to three previously discussed, which are no build, alternative one and alternative two, the Technical Advisory Committee evaluated two other alternatives discussed in the draft environmental impact statement. Alternative 2A was the same design as Alternative 2, however the alignment would have bypassed the existing seweage disposal plant south of the Hervin Company. Alternative 3, another bypass alternative, was a more southerly route crossing the Burlington Northern at the existing crossing, preceeding across Nyberg Creek and eventually turning north to again cross Nyberg Creek and connect with SW Nyberg Road at the I-5 interchange.

The Technical Advisory Committee recommended addressing Alternative 1 and 2 in the Environmental Impact Statement. Alternative 2A was not recommended because the sewage disposal plant would be removed before the subject project, thus there would be no reason to alter the alignment around it. Alternative 3 was not recommended because this route would; 1) sever business property. 2) have a prohibitive right-of-way cost; and 3) severely impact the wetlands along Nyberg Creek.

The following schedule has been established for the project, providing a build alternative is selected and approved by FHWA by November of 1979. November 1, of 79, FHWA approval of the build alternatives and final design. December 1 of 79, begin the right-of-way acquisitions. November 1 of 1980, complete right-of-way acquisition. Also November 1 of 1980, FHWA approval of plans, specifications and estimates, and approximately January of 1981, construction could begin.

It's anticipated that approximately 180 working days are required to construct Alternative 1 and approximately 280 working days to accomplish total construction of Alternative 2.

At this time, I would like to introduce Ken Rolfe, Region I Right-of-Way Supervisor and ask him to provide a description of the right-of-way acquisition process and right-of-way program proposed for this project.

KEN ROLFE: Thank you. Mr. Kleinschmit has already described the three alternatives available this evening that we'll discuss. The no-build alternative of course will require no additional right-of-way. Alternative 1 will not require any relocation, however it will require a total of 4½ acres of right-of-way from nine different ownerships. Alternative 2 will require the acquisition of approximately 7 acres of additional right-of-way. This will also require the relocation of the Far West Federal Savings and Loan building. There will be no other relocations of any kind from that alternative.

Ken Rolfe cont.

There are two pamphlets available to you this evening, and if you have not already done so I'd urge you to take one of each with you. The pink one describes the -

MAYOR ROGERS: Ken, could you pick up that mike please, you're not coming through.

KEN ROLFE: the pink brochure covers acquiring land for highways and this briefly describes the public hearing process, the appraisal procedures, definition of market value, procedures for handling payments for property, and explanation of eminent domain procedures, and the addresses of the various right-of-way offices. The relocation program is briefly explained in the blue brochure. The relocation program is authorized by the 1970 Uniform Relocation Act and this brochure entitled Moving Because of the Highway explains some of the features of this Act. The benefits are quite numerous and include payment of moving costs, replacement housing payment additives, down-payment benefits, rent supplement payments, payments for incidental expenses, closing costs on the purchase of replacement housing, interest differential payments on mortgages, and also an explanation of the procedure of making an appeal for any dissatisfaction from the relocation program. *Both leaflets will be included in the minutes of this meeting and will be transcribed along with all other statements.

The time required for all the acquisition and relocations is estimated to be approximately 12 months from the date of authorization of the project. This will permit adequate appraisal and negotiation for the properties and provide at least 90 days for relocation of the displaced persons after the state acquires their property. No owner-occupant will be required to move until either he has been paid for his property or money has been deposited in the registry of the court. It is most important for you to know that eligibility to receive relocation benefit payment is not complete until negotiations to purchase the property has commenced, and the affected property is purchased by the state. Relocation before that date does not void your right to the payment, but payment will be delayed until after the purchase date. Thank you.

RON KLEINSCHMIT: As you entered City Hall today, you were handed a white card to fill out indicating if you wish to make a statement. If you did not receive a card, please indicate to the gentleman in the back by the doorway and he will give you one at this time to complete and hand back to him. These cards will be used to call forward those persons interested in making oral testimony. The cards have been numbered and will be called for in sequence.

You may also submit a written statement until May 3, 1979 concerning this proposal to R.N. Bothman at the Department of Transportation office at 5821 NE Glisan, Portland, Oregon. The address is listed over there on the big white card on the wall. Also anyone may hand in at this hearing a written statement, and that statement will also become a part of the hearing testimony. A complete

* Leaflets entitled "Moving Because of the Highway or Public Projects," Form No. 81-734-3772 and "Acquiring Land for Highways and Public Projects" revised 12-77 are included in the minutes by reference only. Copies of the leaflets are available at 9200 SE McLoughlin Blvd., Milwaukie.

transcript of this hearing and statements submitted to the Department of Transportation will be available for public review and copying - once again at the address on the wall, about May 15, 1979. At any time after this hearing and before final project approval, all information developed on the proposal will be available for review at the Department of Transportation office. Subject to this public review of the proposal for the SW 89th-Pacific Highway project, and approval from the City of Tualatin and the Oregon Department of Transportation, a final environmental impact statement will be prepared and forwarded to the Federal Highway Administration for approval of project design. Copies of the final environmental impact statement will be made available at the Department of Transportation offices in Portland and Salem, and the Federal Highway Administration in Salem. Copies will also be made available to the local governments and placed in the Washington County library, Tualatin library, to provide for maximum review.

We held an information session here on March 27, 1979. Copies of the draft EIS were also available for review.

The purpose of this hearing is to receive statements from those interested in the SW 89th Avenue-Pacific Highway proposals. In cases of those presentations which have been prepared in written form, it is proper to hand those to Mayor Rogers for inclusion in the testimony. These presentations will be considered in the same light as those made orally. It would help those who wish to testify to hand the written statements to Mayor Rogers and the comments on the specifics of the presentation. The entire statement will be made part of the transcript.

MAYOR ROGERS: I will now proceed to receive statements on the project. We are going to do that according to numbers listed on the cards. I have numbers 1, 6 and 8, so I know there are a few other cards out there. Would somebody like to pick those up? For anyone who wants to testify this evening, we need those cards. Is that the extent of them? Anyone else wishing to submit a white card? In a moment I am going to call you forward and I would like you to testify at the microphone where Ron has been testifying. When you come to the mike, please introduce yourself, state your name and address, and if you represent an organization, also state that, give its name, and proceed with a statement. Since you don't have those cards anymore, I'm sure you don't remember what number you are. I'm going to call your name out, so if you could state that again so we can pick that up on the mike and on the tape.

The first card I have is from Blair Bernson?

BLAIR BERNSON: I wish this were a raffle so I could win since I was drawn first. My name is Blair Bernson and I'm here representing Schnitzer Investment Corp. I can't recall if you needed an address or not, Mayor Rogers. The address is 3300 NW Yeon Avenue in Portland, 97210.

Blair Bernson cont.

I guess I'm basically here to speak in favor of Alternate #2. If that were not acceptable and were not favored, I would then speak on behalf of Alternate #1 and therefore would go against Alternate whatever-it-is for the no-build. Basically, Schnitzer Investment did at one point own about 80 acres of property to the immediate south of the proposed or south of Nyberg and south of both of the proposed alternates discussed tonight. We border the freeway on the east side and at one portion of our property we border Boones Ferry Road on that other. I say we used to own 80 acres because we have sold three lots in the Boones Ferry Plaza subdivision which has now been put into use by the Robert Randall Company in an apartment development which is not ours. The property that does remain is planned for development. It's currently zoned commercial, office and a portion is now zoned I guess retail. The retail section would just about abut the portion of Alternate 2 where it intersects with the extension of SW Martinazzi and therefore would be on the west side of SW Martinazzi. We have been responsible for the construction of SW Martinazzi on the south side of Nyberg to date and it's not yet completed, and we're certainly hopeful that that will happen, and I guess that's one of the main reasons I'm here this evening. We very much would like to see the issue resolved and progress started on some form of development of this road. I think as everyone is aware there is a tremendous traffic problem in the City of Tualatin at this time and has a very, very adverse impact, in many senses of that word, on all of downtown and also in the development of some of the other properties in the area, obviously ours included. We favor the bypass alternate for one very good reason, that is it gives best access to our property. I don't think there is any doubt about that and to state so would be not quite presenting the facts as they are. On the other hand, I think the more important concern because we would be adequately served by the first alternate as well is that it really makes a big difference to the overall development of the city.

The decision that's going to be made, I don't know if it's going to be made this evening or in the near future, but I think we have to look ahead and see what is planned for the City of Tualatin. Much of that is set forth and is going to be formed by the Urban Renewal Plan, and as has been indicated I believe in the report from the staff that Yvonne read earlier, the Alternate 2 is consistent with that plan and is really going to help that development and some of them think very strongly that the only way to get a good flow of traffic into the downtown area to the residential areas and also to the commercial areas to the south of Nyberg would be to go ahead with the second alternate. You're going to have backups if you don't go that way that are going to be, I think, as more and more traffic occurred even with the gas shortage, just basically insolvable.

I noticed some indication that there is a possibility of better bus service should there be a second alternate approach used. I would very strongly hope that would occur although I don't know if there is any definite plans for that at this time. Basically, again I'm speaking in favor of the second alternate. The first alternate would [illegible] go that way, but please let's get some resolution of it, let's bring the issues out, and we're strongly in favor of it. We've spent a lot of money on SW Martinazzi and I think it's going to be a very fine street in the city, and I think it's going to be consistent to go ahead then and use the development with the landscaping and the bikepaths on the bypass. We would like to see that happen.

MAYOR ROGERS: Thank you very much. I still haven't got all the cards in. I would like to acknowledge your presence even if you don't testify. So even if you're not testifying, please get your cards in. We're still missing a whole lot of them. The next two cards that I will read, neither of these individuals would like to testify this evening but I will acknowledge their presence.

Card #2 is Max Clark. He's representing Clark Lumber, and Card #3 is Mike Hanegan, he's representing Hanegan's Service Station. That brings us to Card #4, Mrs. Ida Sundstrom, is that correct?

ELENE MALLORY: I'm Elene Mallory and I'm the daughter of Ila Sundstrom. She's been ill and has laryngitis tonight, that isn't my excuse if I'm not going to be able to talk up here. Her property of course borders where the proposed Alternate 2 will go and we were concerned about the area from the highway to the back part of her property. What will be there and is there a chance there could be a fence between the highway and the property, or just what's planned for there. I think they did read what it was to be but I couldn't follow all of it. If maybe somebody could explain that a little more.

MAYOR ROGERS: Ron, if you could address that, please.

RON KLEINSCHMIT: Yes, if I might walk over and look on the map to make sure I know where it is.

In that particular section, the roadway is separated from a sidewalk by a six-foot wide landscaped area, and then the sidewalk. No consideration to any fencing in the project has been made at this point.

ELENE MALLORY: Will there be roadways from the freeway cutting into Tonka Street along that way or access to Tonka Street from the freeway?

RON KLEINSCHMIT: At this time I don't see any access - additional access. I might call on Yvonne or Wink to see if there's anything future planned on it.

ELENE MALLORY: I think as far as that's concerned, I think my mother would approve of that.

MAYOR ROGERS: Thank you very much for your statement. The fifth card is another gentleman who does not wish to testify, but I will acknowledge that he was here. Kevin Hutchinson, representing the Tualatin Dairy Queen. The sixth card is Gerald Zimel. Gerald Zimel please?

GERALD ZIMEL: I representing Mercury Development and we represent the owners of the Tualatin K-Mart and the small shops that are out in front, and Ferguson's Thriftway, too.

Gerald Zimel cont.

Basically I've been noticing in this town that we've had a tremendous traffic problem. It's been coming up since we first built in the town since which is about 1972. In particular what was of concern to our company was the main entrance to the shopping center and the particular length of time cars will spend as they try to turn left. In fact I've seen cars there for 10 or 15 minutes at 5:00 at night. And I know it aggravates people and henceforth as they come on the center and leave the center, they remember that and attach a negative connotation to that. That's just basically addressing the congestion problem. In an overall sense for the City of Tualatin, this congestion problem that's present on their main street, mainly Nyberg Street, is a detriment to the community as it discourages people from a community like that, they will much rather prefer a nearby community and go live there because the traffic's less congested. They can get to the commercial areas with less problems. I don't know if such a city exists because I know Tigard is no dream, either. So there are - we've had a number of discussions down at our office regarding which alternate and are just about half and half on either alternate.

Basically tonight I came out here to listen, but I want to present you with some I guess - some of our thinking so you can put it into your hearing process. Basically I've noted in a number of towns in which we've developed, that a number of the business people were afraid when they were going to come in and build a bypass around the main business area - this has happened in a number of areas and actually from a commercial standpoint the bypass has proved to be some of the best things they've done, because the people who don't want to go through the area because they're not going to shop will bypass the main downtown area. But the people who want to shop are going to go downtown. Now we found that out to be really true, and think the City of Bend could use something like that. But another point is that exposure for a number of businesses is very good. The fact that cars driving by the business will see the sign - be it the Tualatin Thriftway - be it U.S. National Bank that's on our property - First National across the street - the pharmacy which is a little further down, or Clark's Lumber - any of those. That is very good to do. That impresses in people's minds that they're there, and they remember when they need some hardware or need auto parts or lumber, they go to Clark Lumber or the auto parts store, and just various things like that. So exposure is very important too. But we don't really know which one we should support. But we know that the situation that exists now has to be eliminated.

There's one other thing I'd like to add. I would propose if there aren't on this plan right now, some bus turnout lanes, especially in front of the K-Mart center, in front of Fred Meyers when it's done, to enable us to provide park-and-ride facilities which are convenient for the people. And I feel that bus transportation is going to become more important in the future, and I would like to see some bus turnout lanes provided. Thank you.

MAYOR ROGERS: Thank you. I did miss a couple of comments made on a couple of the cards. Even though these individuals didn't want to testify but I would like to have their comments registered in the record. The first one from Mr. Clark indicates that he would not be in favor of widening Nyberg because it would severely infringe upon his parking for customers.

Mr. Hutchison from Tualatin Dairy Queen said that he was in favor of Alternate 2. He felt that Alternate 1 would create additional hardships to traffic that he felt was already difficult to deal with.

We're now on Card #7, this is Rodney Burroughs.

RODNEY BURROUGHS: I didn't wish to testify.

MAYOR ROGERS: I'm sorry. He's from the Hervin Company. Thank you for coming. The next card, actually, the next couple of cards are from individuals who do not wish to testify but I'd like to acknowledge their presence.

Loren Kramer from Kramer and Associates, Steven Pearson from Fred Meyer Inc. Now we're taking quite a jump from Card #9 and the next one coming up is Card #14, Marvin Nelson.

MARVIN NELSON: My name is Marvin Nelson and I live at 8660 SW Cherokee in Tualatin. I favor Alternate #2 for one basic reason. I live on a busy street and I'm sure that everyone knows what it's like to live near a busy street. I've recently been to the east and I've seen what some of the property owners are doing along busy streets and I feel we could incorporate that in Alternate #2 and that's build walls, they are building walls as high as 40 feet high to shield the noise from the areas and it's been very effective. I feel #2 has the space and it's a proper location so it won't shield any businesses or anything like that and I think it should be considered as a future addition to this route. Thank you very much.

MAYOR ROGERS: There seems quite a lapse in numbers and once again I'll call for any cards. Any other cards? Response is negative again, all right I'm on Card #18. Card #18, Clayton Nyberg.

CLAYTON NYBERG: Clayton Nyberg, 7055 SW Nyberg St., a resident on Nyberg Street 61 years. I've seen a lot of things happen - over the years and I've watched some of the things develop, and during the entire time one of the major arterials in eastern Oregon to the coast was Nyberg and 212, which went from either Six Corners, or Jergens Park, to Oregon City, and then on east. That hasn't changed, the only thing is the I-205 has picked up much of that traffic and brought it to I-5 and then they have to find their way from I-5 to SW Pacific Highway.

Clayton Nyberg cont.

Some years ago we had hearings on I-5 and I can remember those very vividly, I lived with that for fourteen years. Uncertain of the line, uncertain of what was going to happen in the community. This community was a viable outstanding farming community and those of us that lived in the way of the I-5 freeway had some second thoughts and were concerned about it. And when this happened to us and when I-5 came through, we had to adjust our whole community. We had absentee owners come in and it was the end of farming in the community. One of the things that changed was the economics of farming. We had to adapt ourselves, and I tried from 1953 to 1956 to adjust to the impact of the freeway and I recognized the need and acquainted myself with the transition and the things that were happening because of I-5 and the property we held would be something that would be needed special treatment.

I ran for office of County Commissioner in 1956, and I got a thorough education in many many things. I think that was the greatest thing that ever happened to me. I served for 12 years. I attended the first planning conference in 1957 in Berkeley California and I was adamant against planning at that time. Because I was a farmer and didn't feel we should be controlled by any governmental agency, I was independent and voted twice against zoning. I then went into the responsibility of my position and attended the conference, the original conference in Berkeley, 20 agencies, and then changed my mind and came back into Washington County and led the Commission, coordinated the effort, and created the first comprehensive plan that was adopted April 19, 1959. I then worked with the three counties and the City of Portland and formed the Metropolitan Planning Commission that created the master plan for the total metropolitan area. And in this plan we created industrial development and this area here received quite an area of industrial complex. We saw this plan develop. I've seen it materialize, it's beginning to look just like the map looked, and we recognized the need for a base in this immediate community. I represented Washington County the entire time. Every meeting of the Metropolitan Planning and Columbia Region Association from its inception to 1968. I represented Washington County on the Metropolitan Transportation Study which created the masterplan for traffic patterns in the metropolitan area. On this study there were 13 agencies and I-205 was one of the things that developed from that, and 217. Washington County pretty much went on the recommendation of the plan, we complimented Tektronix with that grid of streets to take care of 9,000 employees at Tektronix.

And I was able here in this community recognizing after placing inventoring in about 350 acres of rock and rock source, Tigard Sand and Gravel, and other rock deposits, recognized the need to re-experience on 145th and Murray Blvd. the detriment of transporting those volumes of rock and that volume of traffic over any one arterial that existed was detrimental. So Washington County then proposed to extend Nyberg Street due west to the industrial property, the 2-3,000 acres that is immediately to the west of us. We were looking at the total community and we recognized the need to serve and to bring from SW Pacific Hwy. to I-5 potential traffic from Newberg and McMinnville and Hillsboro coming through Six Corners, and Tigard traffic that was going to the freeway and to eastern Oregon.

Clayton Nyberg cont.

This plan was developed and was on the drawing board, the money was available and we were ready to start construction, and through one hook or crook, or whatever you want to call it, B.P. Johns came here and was going to build a big warehouse, immediately in line with Nyberg Street and that precluded any extension of Nyberg Street to service the industrial tracts. On the basis of this, the alternate was proposed and I recognized at that time the detriment to the community, to the total community, the whole community, the interchange of the need and traffic between eastern Oregon and the coast has been existent ever since I can remember and I refused to participate because of the detriment of the community. I recognized the angle coming off the bypass onto Nyberg close to the freeway, and I felt that we were creating in Tualatin the same thing has been created in Beaverton and the same thing that's been created in Tigard, an unsolvable problem. We hadn't had it in Tualatin and I felt we shouldn't create it. I still feel that way.

I feel the situation with the bypass only serves one corridor and that's the corridor on the Tualatin Sherwood Road and doesn't address itself to the Tualatin Road or what we used to call the Jergens Park Road. What we proposed was to bring Herringbone and create a new 108th, which brings the traffic from the Tualatin Sherwood Road to the Tualatin Road or the Jergens Park Road, an interchange there that between the two roads. We had proposed to bring in an extension from the cemetery where it comes into the curb and golf links and bring it directly into the center and then signalize it and bring it right to I-5 directly on Nyberg Street and the extension of Nyberg.

I feel the bypass is going to create one of the greatest traffic hazards and traffic problems because you still have to solve the problem bringing the arterial on the corridor over Jergens Park or the other area. I would recommend and plead with you for the best interest of the community and not just the City of Tualatin and just the local problems, that you consider and look at the extension of Nyberg to Cipole, crossing the railroad tracks there and going on out to Six Corners or using Cipole Road the other way giving you two accesses. and with Herringbone coming from both sides, all the industrial access would be served and moved immediately to the freeway, concentrate your employees on that line and give a lot nicer and more feasible access that is necessary in that corridor.

In our Metropolitan Transportation Study we had what we call - of course ten years ago we loose some of the terminology - we had the gravity flow model and the Fratar model. The Fratar model was from one point to the other, and the trip ends. The trip ends they said was the answer to solving the problem, and I think in this case we must take a look at the trip ends. The interchange of I-5, the paper mill at Newberg, and the traffic that is needed to travel into this area, we better make up a model and figure out where all this traffic is going and the best way to handle it. This is only a stopgap and in the testimony on the hearings I said that this bypass would be the best thing that could happen to my property because it would jeopardize and take some of the best land from Fred Meyer and I felt we would be better served by Alternate 2.

Clayton Nyberg cont.

But the community and the total community, Tigard, Sherwood, Newberg, McMinnville, and the coast and eastern Oregon would be better served by the extension of Nyberg Street making access directly into I-5 where it could be totally signalized.

MAYOR ROGERS: Thank you very much. I have called forward all those who have indicated they wished to make a statement at this hearing. Does anyone else at this time wish to make a statement? Any other statements at this time? All right, if no one wishes to make a statement, I will remind you that written statements will be accepted until May 3 at the Oregon Department of Transportation. office at NE 58th and Glisan in Portland. This address is on the wall behind me. You can see it right up here. If there is no other indication of others wishing to make statements, I will call this hearing to an end and I sincerely thank all of those who are here this evening who both made statements and were present, that gives us an indication of your feelings and where we're heading.

OK, we're going to have a May 14 determination, is that correct? Do you want to announce that once again. Again, we will be dealing with this again on May 14. At this time, I will close the legislative hearing. I thank all those who came here this evening and especially those from the Transportation Department. I appreciate your statements and your attendance which was very helpful.

Hearing adjourned. (8:30 p.m.)

CARD COMMENTS

MAX CLARK: If Nyberg Road were widened, we would not have enough parking for customers. (Clark Lumber)

KEVIN HUTCHINSON: Tualatin Dairy Queen is in support of Alternate 2. Alternate 1 would just create more traffic problems, difficult access, and traffic jams.

ROGER P. GRAHN: Representing the 15 homes per year constructed here in Tualatin, we favor Alternate 1. Clean up the mess you've created or you'll have another Beaverton.

EVERGREEN VETERINARY CLINIC
8970 S. W. TUALATIN SHERWOOD ROAD
TUALATIN, OREGON 97062
• Telephone: (503) 638-8431

AM PDM PDE TSE SPC
ODOT - METRO

APR 16 1979

AM PPS FILE.T/A

April 11, 1979

Mr. Ron Kleinschmidt
Department of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

RE: S.W. 89th Avenue - Interstate 5
Nyberg Road and Bypass Alternatives

Dear Mr. Kleinschmidt:

My property is located at the Westerly end of the proposed bypasses and just West of 89th Avenue. It would be my recommendation with regard to the proposed changes for the Tualatin Sherwood Road to make a turn lane for 89th Avenue. We have experienced a great many people turning around in our private driveway because the street is not well marked at the present time and feel that a turn lane for 89th might alleviate the problem of excessive turn around cars and trucks.

We also feel that there is currently a blind curve just East of our driveway that is very dangerous to people stopping to turn into our parking lot. Perhaps straightening out the curve, allowing a yellow painted island, or a left-hand turn lane might be helpful.

Thank you for consideration of our ideas.

Sincerely,

Jeff W. Roberg, DVM

JWR:ar

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-3

17 April 1979

Mr. Gary A. Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

We have reviewed the Draft Environmental Impact Statement for the S. W. 89th Avenue - Interstate 5 Nyberg Road and Bypass Alternatives, Washington County, Oregon. We have no comments with respect to the Corps areas of responsibility of flood control, navigation, hydropower, and permits.

Thank you for the opportunity to review the draft environmental statement.

ENVIRONMENTAL SECTION
April 19, 1979

Sincerely yours,

J. C. HUETTER
Acting Chief, Engineering Division

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Bill Geibel
Jef Kaiser
Wally Bryant
Glen Green, FHWA

cc.

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 221-1300

March 29, 1979

Mr. Ronald J. Kleinschmit
Project Coordinator
Metropolitan Branch
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Sir:

Re: S. W. 89th Avenue - Interstate 5
Nyberg Road and Bypass Alternatives
City of Tualatin

As discussed in our conversation at the information hearing March 27, we have three principal concerns with regard to this project.

1. The existing Sherwood Road grade crossing of our Oregon Electric main line is to be closed and a cul-de-sac constructed.

2. The new grade crossing of our tracks will be protected by cantilevered automatic flashing lights and gates intertied with traffic lights at the adjacent street crossing.

   (The above two points were established at the Technical Advisory Committee meeting on February 28, 1978).

3. Alternative No. 2 would be preferable since it would isolate a smaller portion of the Tube Forging property and facilitate serving their property with an industry spur track. Also, it would leave Nyberg Road available for local vehicular traffic.

Yours very truly,

C. F. INTLEKOFER
Director, Engineering

By: R. A. Osborne
Staff Assistant

RAO/fc

cc: Mr. J. W. Wicks
Mr. J. [illegible] Edwards

-16-

TUALATIN

TUALATIN RURAL FIRE PROTECTION DISTRICT
P.O. BOX 127 • TUALATIN, OREGON 97062 • PHONE 682-2601 • RUSSELL WASHBURN, CHIEF

April 24, 1979

Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Subject: S.W. Nyberg Road and Bypass Alternatives, City of Tualatin

Dear Sir:

Tualatin Fire District appreciates the opportunity to comment on the proposed street bypass alternatives within the City of Tualatin. All three of the alternatives will have considerable effect on emergency responses out of our Tualatin Fire Station.

Traffic congestion on Nyberg Road between Martinazzi Avenue and S.W. Boones Ferry Road is so bad at certain hours of the day, our fire apparatus cannot get onto or use Nyberg Street for responses. For this reason, the no build alternative and alternative #1 are not acceptable. We are in favor of alternative #2. Alternative #2 does create a problem to any emergency responses east on Nyberg because traffic flow to the east is blocked at Martinazzi and diverted south to the bypass road. This bottleneck will increase our response time considerably. This could be offset somewhat by allowing traffic control of all of the traffic signals in this area by the fire department. It is our recommendation that Opticom Pre-emption be installed in all the signals and the cost of the installation be part of the project.

This alternative, in conjunction with the City of Tualatin's local planning goals, will eventually necessitate the moving of our fire station to a better location. The City of Tualatin's growth is to the south and on both sides of Interstate 5 from downtown Tualatin. In order to eliminate traffic congestion and speed up our response time to the residents in the that area, we will have to relocate. The best location would be the intersection of Martinazzi and the bypass road.

To summarize, the Tualatin Fire District recommends the following:

1. That alternative #2 be accepted with Opticom pre-emption controls in all the traffic signals for control by fire department vehicles.

2. That one acre of land be acquired at the intersection of Martinazzi and the bypass road for the relocation of the fire district's Tualatin station.

This would not eliminate the need for control of traffic signals, but would speed up all emergency responses to the residents of the Tualatin area. This cost should also be part of the project costs.

Sincerely,

Russ Washburn

Russ Washburn
Chief

RW:dm

THE HERVIN COMPANY P. O. BOX 168 TUALATIN, OREGON 97062 PHONE 503-638-4151

caterers to pets

April 26, 1979

Ron Kleinschmit
Project Coordinator
Metropolitan Branch
Oregon Department of Transportation
5821 NE Glisan
Portland, OR 97213

Re: Comments on the SW 89th Avenue - Interstate 5 - Nyberg Road and Bypass Alternatives

Dear Mr. Kleinschmit:

Alternate #1 - Widen Nyberg Road

The Hervin Company opposes Alternate #1 because of the following:

a. It would not be in the best interest of the City or the safety of citizens to increase the traffic flow through Nyberg Road.

b. The turn lanes on Nyberg Road would be unsafe due to the high level of traffic.

c. The widening of Nyberg Road would reduce the Hervin Company parking spaces from 128 to 48 which is a reduction in parking of approximately 65 percent and would not be adequate for the 140 employees of the Hervin Company. Zoning ordinance requires one parking space for every two employees.

d. The daily average of trucks to the Hervin Company is 25. These would be crossing a lane of oncoming traffic to enter the plant.

e. This alternatives does nothing to reduce the flow of traffic [illegible] to outlying areas.

f. The Environmental Impact Statement of March 15, 1979, Figure 14, shows the existing noise contours of 1978. The 1978 contour shows the administrative offices of the Hervin Company to be subject to 65 - 75 DBA while Figure 16, Alternative #1 for 1998 shows 75 - 80 DBA which would not be an acceptable noise level for office workers.

Packers of: BLUE MOUNTAIN QUALITY PET FOODS

g. Road vibrations can now be felt in the administrative office from heavy traffic on Nyberg Road. It would be assumed that moving Nyberg Road rightaway 32 feet to the south would only increase this problem.

Alternate #2 - Bypass

The Hervin Company supports Alternate #2 because of the following:

a. Eliminates all traffic going to outlying districts on Nyberg Road.

b. Reduced noise and conjestion in downtown area.

c. Does not require trucks entering the plant to cross lane of oncoming traffic.

d. Alternate #2 is compatible with the 1972 City of Tualatin Approved Master Plan of the Hervin Company's expansion program. The truck dock was located on the south side to enter the proposed bypass road by direction from the Architectural Review Board.

Sincerely,

THE HERVIN COMPANY

Rodney Burroughs, Director
Manufacturing & Engineering

sah

234-1959
(160)

Fred Meyer Properties, Inc.
3800 S.E. Twenty Second Ave.
Portland, Oregon 97202

April 25, 1979

Mr. Robert N. Bothman, Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: S.W. 89th Ave, - Interstate 5 - Nyberg Rd.

Dear Mr. Bothman:

Fred Meyer Properties, Inc. would like to go on record endorsing alternate 2 of proposed referenced bypass. Our project has been designed on this alternate being built.

The traffic on Nyberg is a great concern to our company but we feel the bypass will greatly improve access through the city, enhance the shopability of the downtown core and improve access to K-Mart and Fred Meyer centers.

We urge a speedy resolution to this matter and efforts made to adhere to scheduling will be greatly appreciated.

Please advise us if any modification to plans, grades, or scheduling occur.

Truly yours,

Roy M. Whitman
Assistant Vice President
Director of Engineering

Rmw/gc

40

APPENDIX B

INFORMATION AVAILABLE TO THE PUBLIC BEFORE THE PUBLIC HEARING
(Attached for information of the Federal Highway Administration, Division Engineer)

Letter dated March 8, 1979, to the Lake Oswego Review, Oregonian, Tigard Times, Oregon Journal, Daily Journal of Commerce, requesting them to advertise on March 22 and April 16, 1979, that formal public hearing will be held in Tualatin on April 23, 1979. Attached to letter was the Public Notice.

INFORMATION AVAILABLE TO THE PUBLIC AT INFORMAL AND FORMAL HEARINGS

Colored detail map
Colored mosaic for both alternatives
Large hearing map
Draft Environmental Impact Statement
Right of Way Publications - Moving Because of the Highway and Acquiring Land for Highways.
Hearing handout

Note: This sheet was added in copies to Federal Highway Administration, D. Moehring, Hearing Officer& File Copy. (Per PPM 20-8 8c-1a & 1b)

INFORMATION AVAILABLE TO THE PUBLIC BEFORE THE PUBLIC HEARING
(Attached for information of the Federal Highway Administration, Division Engineer)

Letter dated March 8, 1979, to the Lake Oswego Review, Oregonian, Tigard Times, Oregon Journal, Daily Journal of Commerce, requesting them to advertise on March 22 and April 16, 1979, that formal public hearing will be held in Tualatin on April 23, 1979. Attached to letter was the Public Notice.

INFORMATION AVAILABLE TO THE PUBLIC AT INFORMAL AND FORMAL HEARINGS

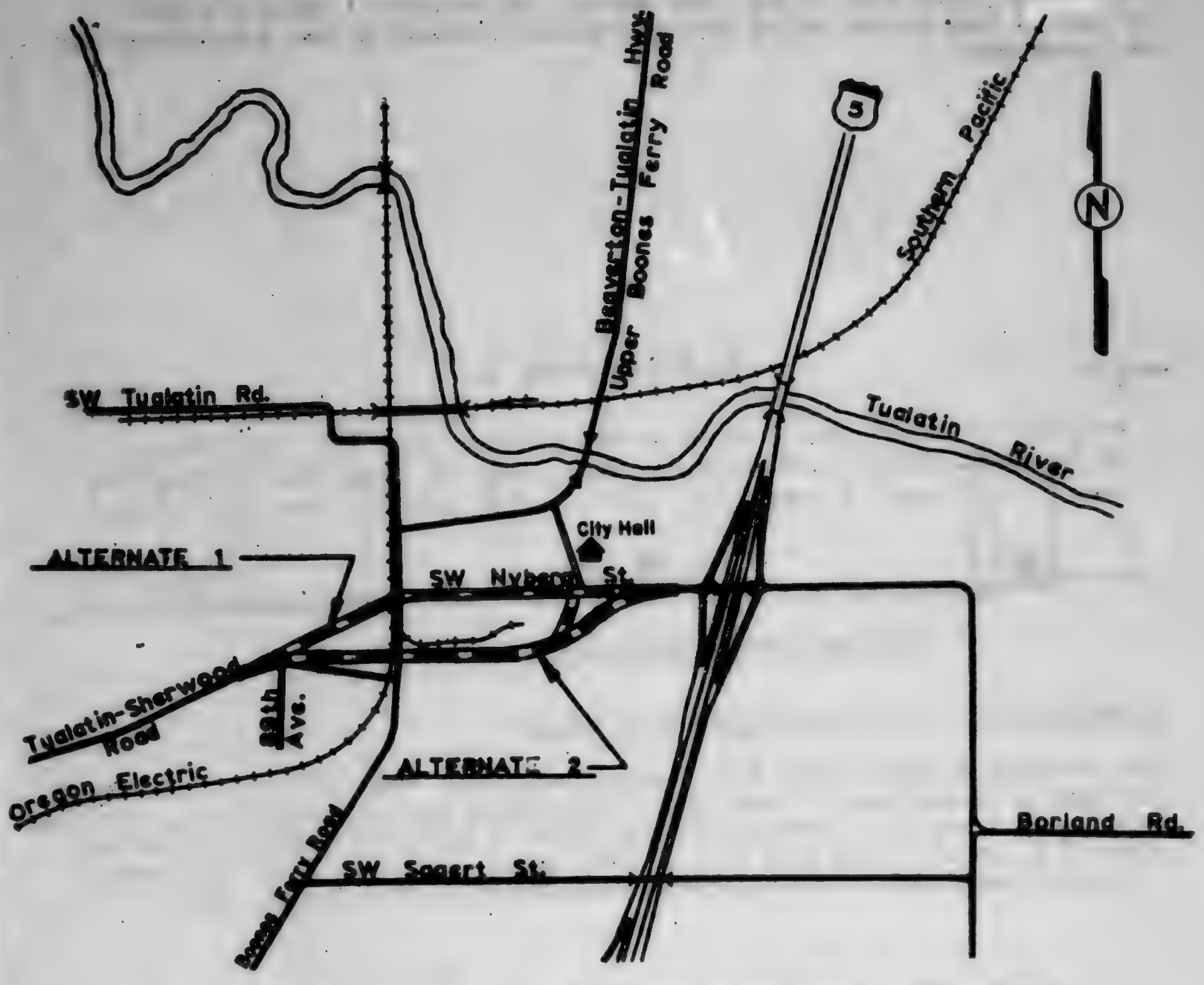
Colored detail map
Colored mosaic for both alternatives
Large hearing map
Draft Environmental Impact Statement
Right of Way Publications - Moving Because of the Highway and Acquiring Land for Highways.
Hearing handout

Note: This sheet was added in copies to Federal Highway Administration, D. Moehring, Hearing Officer& File Copy. (Per PPM 20-8 8c-1a & 1b)

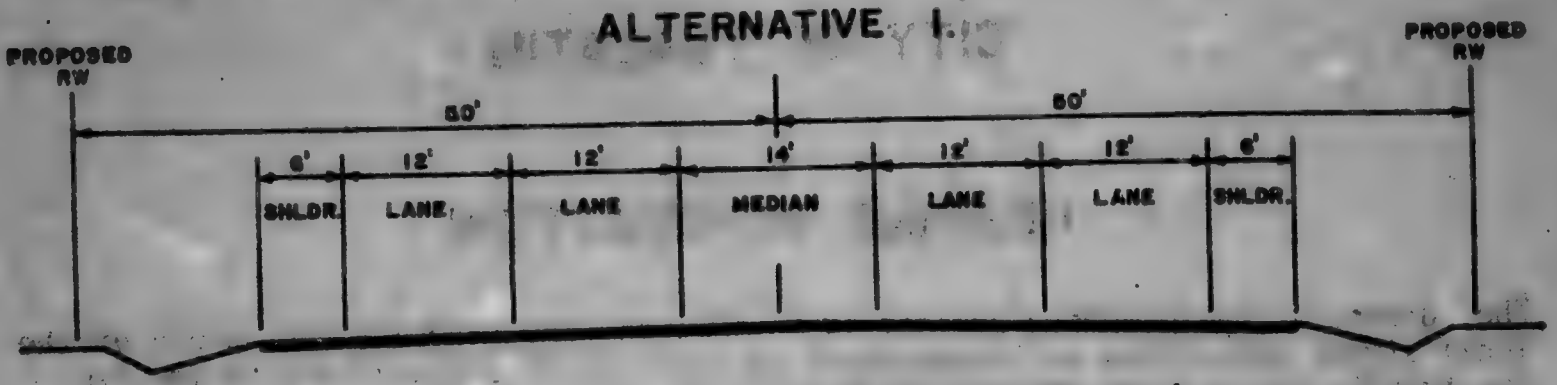
S.W. 89TH AVENUE - INTERSTATE 5
NYBERG ROAD AND BYPASS ALTERNATIVES
CITY OF TUALATIN

HEARING INFORMATION

The purpose of the proposed project is to increase the capacity and safety of the local street connection to Interstate 5 in the City of Tualatin and to improve the traffic circulation patterns in downtown Tualatin. This objective may be obtained by widening, realigning, and extending S.W. Nyberg Road (the existing connection to I-5) or by separating local and through traffic by the provision of a bypass (south of S.W. Nyberg Road) and incorporating design features to control traffic access and movement.



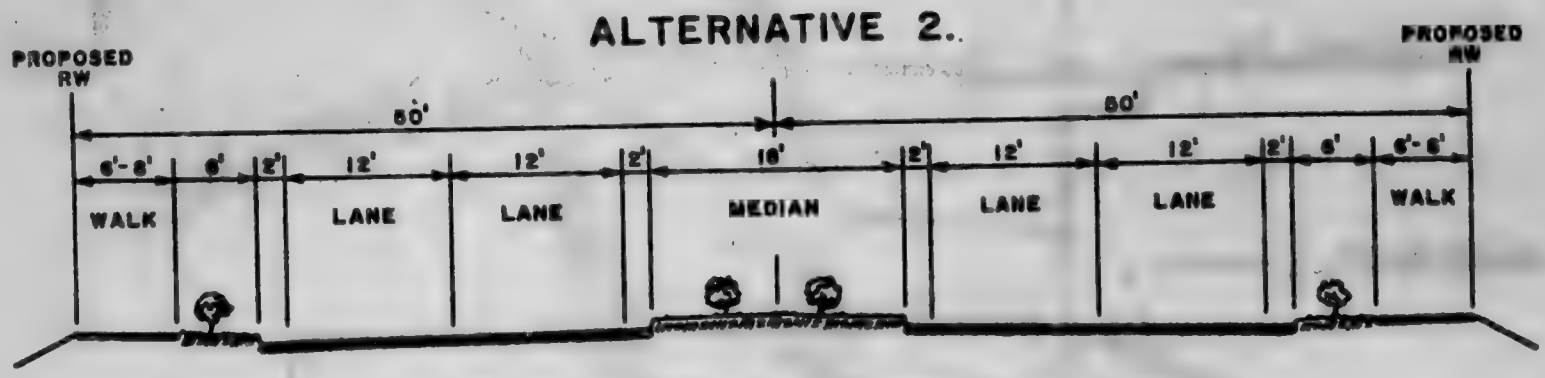
PUBLIC HEARING: Monday, April 23, 7:30PM at City Hall



Typical Section West of Boones Ferry Road

Alternative 1: S.W. Nyberg Road Extension and Realignment

This alternative would widen the existing S.W. Nyberg Road to the south, providing four travel lanes instead of two and extend S.W. Nyberg Road across S.W. Boones Ferry Road to S.W. 89th Avenue. Alternative 1 would provide a painted 14 foot median and no more additional landscaping than presently exists on Nyberg Road.



Typical Section East of Boones Ferry Road

Alternative 2: S.W. Tualatin Sherwood Bypass

This alternative would widen S.W. Nyberg Road to six lanes with left-turn median just west of Interstate 5, then bypass Nyberg Road at Martinazzi Avenue, providing four travel lanes approximately 500 feet south of S.W. Nyberg Road, and extend across S.W. Boones Ferry Road to S.W. 89th Avenue. Alternative 2 would provide a raised planted median and additional landscaping on the corridor edge.

LAND USE	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Consistency with City of Tualatin Urban Renewal Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with City of Tualatin Comprehensive Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with CRAG Policies	Inconsistent	Conforms to CRAG Transportation Improvement Program	Conforms to CRAG Transportation Improvement Program
Impact on existing residential uses in Study Area	Access will become difficult as traffic increases	Access will become difficult as traffic increases	Proximity to rear yards of residential uses on Tonka Street
Impact on existing commercial and industrial uses in Study Area	Minor impact	Right of way encroachment into commercial and industrial uses on south side of S.W. Nyberg Road diminishing parking and landscaping of affected uses	Removal of one temporary building used as commercial bank
Impact on vacant land along road corridor	Congestion may slow development	Facilitates development of vacant industrially zoned land along road corridor.	Facilitates development of vacant industrial and commercially zoned land along the road corridor
TRAFFIC			
1998 Level of service	Poor; temporary congestion to forced flow	Adequate; stable flow, approaching unstable flow	Adequate; stable flow, approaching unstable flow
Traffic safety	Hazards increase with volumes. Turning/through movement conflicts	Same as No Build. Turning/through movement conflict still a problem, even with improved traffic service.	Safety improved considerably with diversion of through traffic away from S.W. Nyberg Road.
Parking	Parking movements hazardous because of traffic volumes	All spaces on Nyberg Road eliminated; loss of off street parking on south side.	Access to parking areas improved. City planned parking lot improvements can be implemented
Traffic on other local streets	Severe congestion on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road
Pedestrian service and safety	Hazards increase with volumes. Difficult turning movements reduce driver awareness of pedestrians.	Service increased with new sidewalk along S.W. Nyberg Road, but safety features little improved over No Build case	Service and safety much improved over other alternatives with diversion of through traffic from S.W. Nyberg Road.
Public transit	Access to downtown area reduced with congestion on S.W. Nyberg Road. Planned city wide system hindered by this feature.	Some improvement over No Build, but movement of buses in downtown area still difficult	Possibility of improved bus service in City most likely under this alternative.
Bicycle movement	Travel along S.W. Boones Ferry Road and Martinazzi Avenue hindered by congestion on S.W. Nyberg Road	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways.
Access to commercial uses on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access greatly improved with diversion of through traffic away from S.W. Nyberg Road.
Access to residential uses in Tualatin	Access severely limited by congestion on S.W. Nyberg Road	Access improved over No Build.	Access improved over Alternative 1. More direct route possible from I-5 to residential areas

SUMMARY OF IMPACTS

	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
SOCIOECONOMICS			
Project costs	Normal maintenance costs	$1,190,000 (estimate)	$1,370,000 (estimate) and assumes $980,000 of dedicated right of way
NOISE			
Commercial and industrial lands in the study area with noise levels higher than the FHWA standard because of roadway noise	Most areas within 200 feet of the local roadway	Some areas as No Build with some improvement along S.W. Boones Ferry Road	Impacted areas shifted away from S.W. Nyberg Road, toward the southern part of the study area
Number of existing residences in the study area with noise levels higher than the FHWA standard because of roadway noise	Three homes along S.W. Nyberg Road, and two homes along S.W. Tonka Street	Three homes along S.W. Nyberg Road	Three homes on S.W. Nyberg Road and five homes on S.W. Tonka Street; residential use on Tonka Street proposed as commercial use in future
Commercial, industrial and residential areas with noise levels higher than the FHWA standards because of temporary construction activities	None	Most of the study area	Most of the study area
AIR QUALITY	Long term impacts due to increased congestion and less efficient use of fuel	Short term adverse construction impacts, versus slight improvement over intermedicate term as some congestion is alleviated	Short term adverse construction impacts, versus somewhat better improvement (compared to Alternative 1) term due to congestion relief
BIOLOGY			
Migration of wildlife	No impact	Roadway mortality and disruption of migration habits of some wildlife	Roadway mortality and disruption of migration habits of some wildlife
Wetland	No impact	Indirect wetland impact by removal of adjacent grassland habitat	Indirect wetland impact by removal of adjacent grassland habitat
VISUAL			
Landscaping element	No impact	No landscaping; some loss of rustic scenic resources	Landscaping proposed; greater loss of scenic resources
GEOLOGY AND SOILS			
Roadway Foundations	Will deteriorate over time and with increased traffic	Presence of weak and wet soils; no adverse impact	Presence of weak and wet soils and periodoc flooding; potential advarse impact
Irretrievable commitment of resources	No impact	1500 cubic yards of fill material; committment of surface materials	6000 cubic yards of fill material; committment of surface materials
HYDROLOGY/WATER QUALITY			
Increase in existing flood hazard	No increase	No increase	No increase
Increase in sedimentation potential	Continued sedimentation potential	Overall decreased sedimentation potential; minor sedimentation potential to Hedges Creek during construction	Overall decreased sedimentation potential; minor sedimentation potential to Hedges and Nyberg Creek during construction
Increase in urban runoff pollutants	Increase due to urbanization of drainage area	Increase due to urbanization of drainage area	Slightly greater than No Build and Alternative 1
Alteration of wetland water quality by urban runoff	None; stormwaters intercepted by trench	Minor impact because of water quality and drainage change	Minor impact because of water quality and drainage change

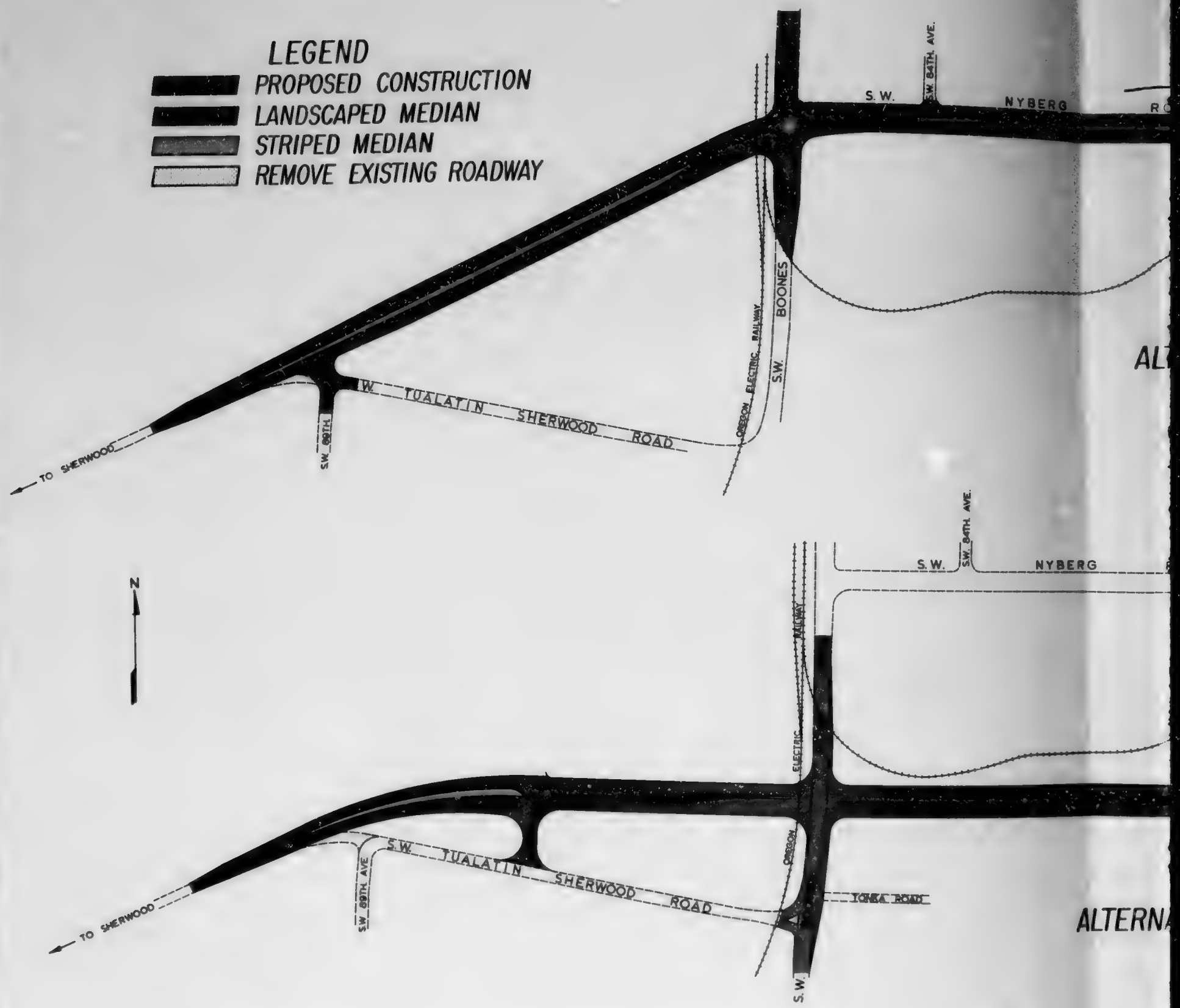
LEGEND

PROPOSED CONSTRUCTION

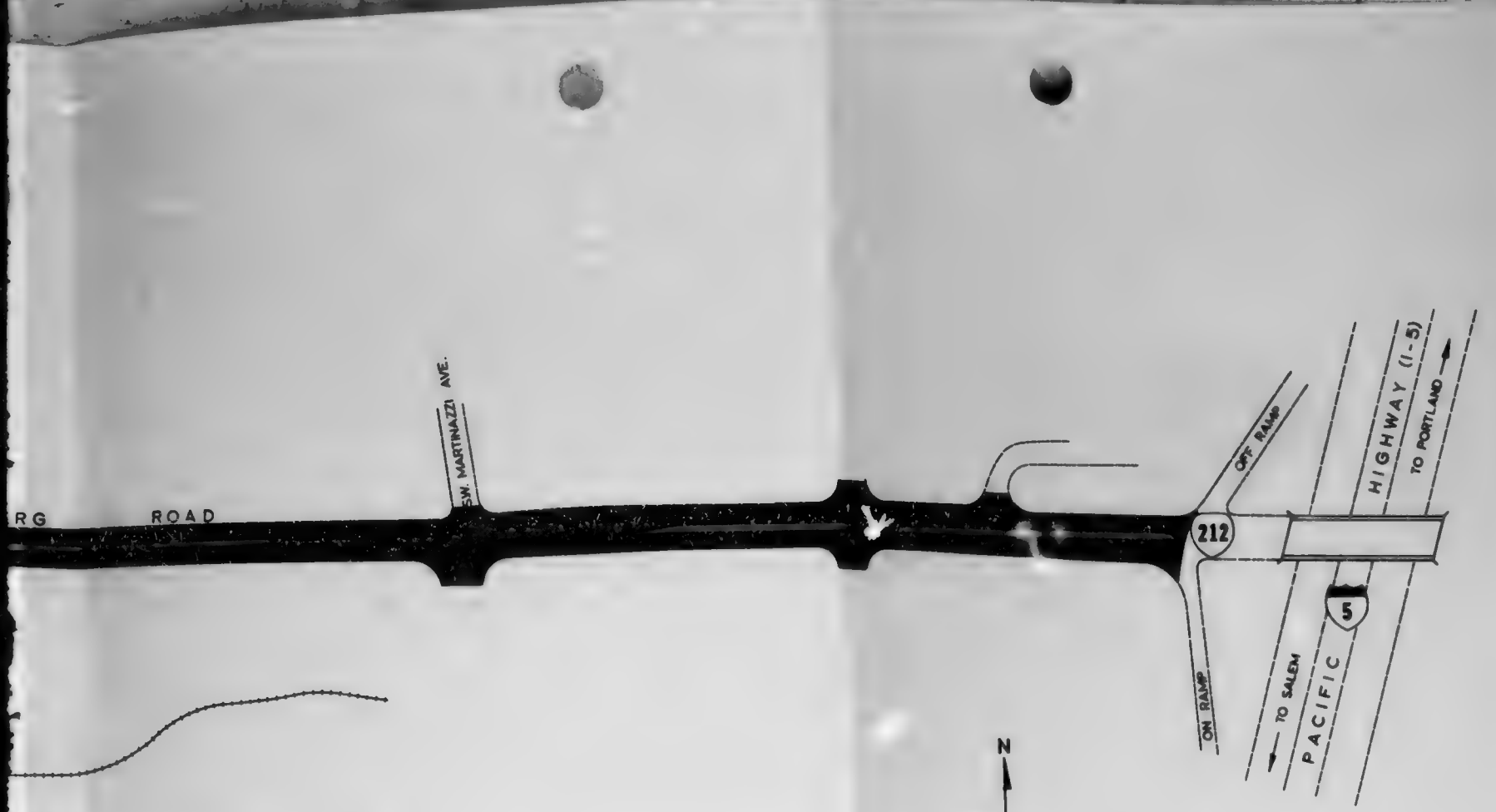
LANDSCAPED MEDIAN

STRIPED MEDIAN

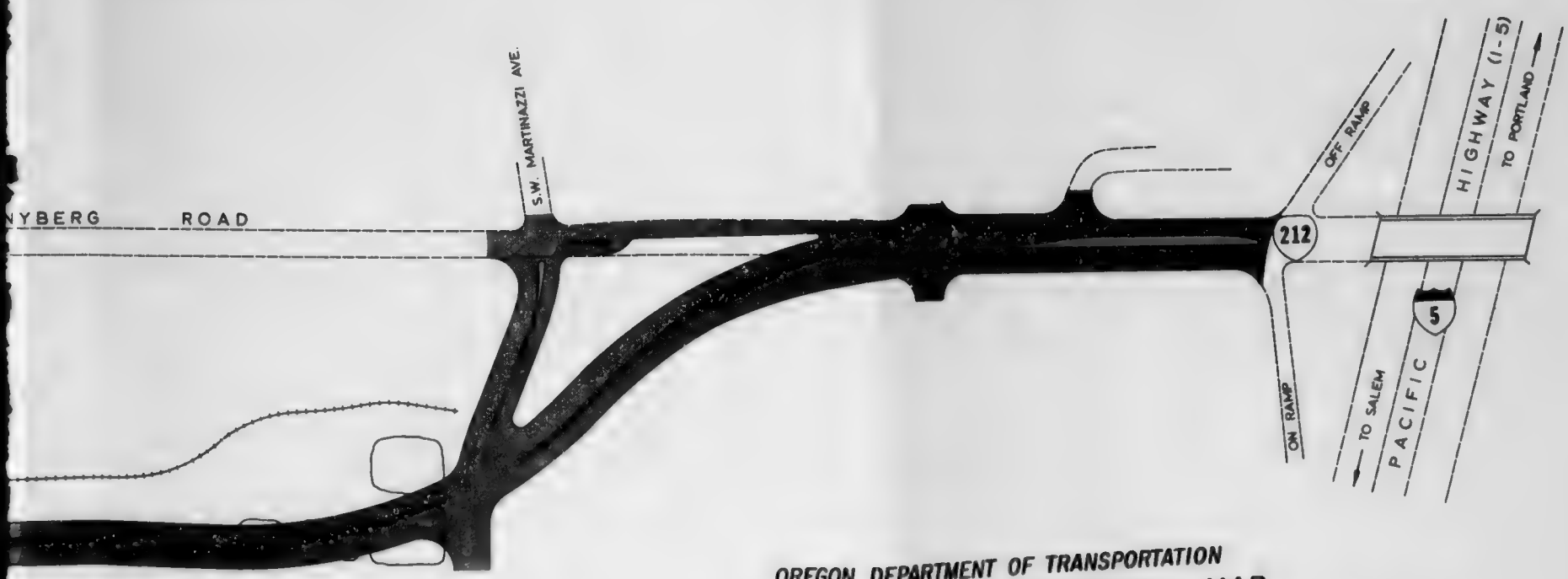
REMOVE EXISTING ROADWAY



ALTERNA



ALTERNATE 1



ALTERNATE 2

OREGON DEPARTMENT OF TRANSPORTATION

CORRIDOR-DESIGN HEARING MAP

S.W. 89TH AVE - I-5 FREEWAY (TUALATIN)

NYBERG ROAD (FAS-120)

WASHINGTON COUNTY

1979

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone: 238-7437

March 8, 1979

LAKE OSWEGO REVIEW/OREGONIAN
TIGARD TIMES/OREGON JOURNAL
DAILY JOURNAL OF COMMERCE

Attention: CLASSIFIED ADS DEPARTMENT

Attached is the City of Tualatin's public notice, by the Oregon Department of Transportation, relative to proposed plans to improve Nyberg Road, Federal Aid Project Number M-9282(2).

Please place this notice in your classified section under the heading "Legal Notices". We must have it published for the first time March 22 and published for the second time April 16.

Your billing should be submitted in triplicate to Peter Gonzalez, Accounting Section, 438 Transportation Building, Salem, OR 97310, and attach one copy of affidavit of publication. If you have any questions, please contact Ron Kleinschmit at 238-7437.

Ron Kleinschmit
Project Coordinator

RK/PE

Attachment

cc: F.B. Klaboe
E.S. Hunter
H.S. Coulter
G.A. Potter
J.B. Boyd
Gordon Winchcombe
Wally Bryant
George Bell
Don Harwell
Cecil Head
Peter Gonzalez (234-1959-980)
Tom Arnold
Jim McClure

Form 734-5122

PUBLIC NOTICE
Oregon Department of Transportation
Corridor Design Hearing
SW 89th Avenue/Pacific Highway (I-5)

NOTICE IS HEREBY GIVEN that the City of Tualatin, a municipal corporation of the State of Oregon, has scheduled a corridor/design hearing, pursuant to Title 23, United States Code Section 128A and 42, United States Code Section 4321-4347 pertaining to proposed plans to improve Nyberg Road, federal aid project number M-9282(2).

The proposal consists of two build alternatives and a no-build alternative. Alternate 1 widens and extends Nyberg Road west from the I-5 freeway to SW 89th Avenue on the Sherwood Highway, consisting of four travel lanes and a continuous left turn lane. Alternate 2 widens the east portion of Nyberg Road then extends to the west on a new alignment, 500 feet southerly of Nyberg Road, to SW 89th Avenue on the Sherwood Highway, consisting of four lanes and a raised planted median with left turn refuges at selected locations.

Purpose of the hearing will be to consider the proposed plans and the related economic, social, and environmental effects of the project. A tentative schedule for completion of right-of-way acquisition, relocation assistance program, and a construction schedule will be presented.

The hearing will be held Monday, April 23, 1979, 7:30pm at the Tualatin City Hall. Any interested persons desiring to express an opinion pertaining to the proposal are invited to attend. In addition, written statements may be submitted at the hearing or sent to R.N. Bothman, Oregon Department of Transportation, 5821 NE Glisan, Portland, OR 97213 within ten (10) days after the hearing.

Copies of the Draft Environmental Impact Statement will be available for review on March 23, 1979 at the following locations: Oregon State Department of Transportation offices at 5821 NE Glisan Street, Portland, and room 412 of the State Transportation Building in Salem, Federal Highway Administration Division offices, 530 Center Street, NE, Salem; Tualatin City Hall, 18880 SW Chelan Avenue, Tualatin, Oregon; Washington County Courthouse, Second and Main, Hillsboro, Oregon; (etc.) Washington County Library.

$22.49

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,
COUNTY OF WASHINGTON, } ss.

I, Joseph Schafer

being first duly sworn, depose and say that I am the publisher .....

..... of The Tigard Times, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published at Tigard, in the aforesaid county and state; that the legal notice, a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues .....

March 22 & April 18, 1979

(Signature)

Subscribed and sworn to before me this 25th day of

April 1979

Notary Public of Oregon

My commission expires COMMISSION EXPIRES FEB. 16, 1982 19

PUBLIC NOTICE
OREGON DEPT. OF TRANSPORTATION
Corridor Design Hearing
SW 89th Avenue/Pacific Highway (I-5)

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(TT 4040 - Publish March 22 & April 18, 1979)

Affidavit of Publication

Daily Journal of Commerce

DAILY EXCEPT SATURDAY AND SUNDAY

2014 N.W. 24th Ave. • Portland, Oregon 97210

Phone: (503) 226-1311

STATE OF OREGON, COUNTY OF MULTNOMAH,—ss.

I, I. J. CAPLAN, being first duly sworn, depose and say that I am the Manager of the DAILY JOURNAL OF COMMERCE, a newspaper of general circulation in the counties of CLACKAMAS, MULTNOMAH and WASHINGTON as defined by ORS 193.010 and 193.020; published at Portland in the aforesaid County and State; that the

PUBLIC NOTICE
Corridor Design Hearing

Ad No. 3489

a printed copy of which is hereto annexed was published in the entire issue of said newspaper

for two successive and consecutive times in the following issues:

March 22 & April 16, 1979

Case No. _____

Subscribed and sworn to before me this 16th day of April 1979

Notary Public for Oregon.

My Commission Expires Sept. 6, 1981

This portion may be detached.

DAILY JOURNAL OF COMMERCE, 2014 N.W. 24th Ave., Portland, Ore. 97210

Department of Transportation
Peter Gonzalex, Accounting Section
438 Transportation Bldg.
Salem, OR 97310

OREGON DEPARTMENT OF TRANSPORTATION

CORRIDOR DESIGN HEARING
SW 89th AVENUE/PACIFIC HIGHWAY (I-5)
PUBLIC NOTICE

NOTICE IS HEREBY GIVEN th the City of Tualatin, a municipal corporation of the State of Oregon, has scheduled a corridor/design hearin pursuant to Title 23, United States Co Section 128A and 42, United States Co Section 4321-4347 pertaining to proposed plans to improve Nyberg Road, federal aid project number M-928(3

The proposal consists of two bu alternatives and a no-build alternativ Alternate 1 widens and extends Nyberg Road west from the I-5 freeway to SW 89th Avenue on the Sherwood Highwa consisting of four travel lanes and continuous left turn lane. Alternate widens the east portion of Nyberg Road then extends to the west on a new alignment, 500 feet southerly of Nybe Road, to SW 89th Avenue o the Sherwood Highway, consisting four lanes and a raised planted median with left turn refuges at selected locations.

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Published March 22 & April 16, 197 3489-

COPY OF NOTICE TO

PUBLIC NOTICE

PUBLIC NOTICE
Oregon Department of Transportation
Corridor Design Hearing
SW 89th Avenue/Pacific Highway (I-5)

NOTICE IS hereby given that the City of Tualatin, a municipal corporation of the State of Oregon, has scheduled a corridor/design hearing, pursuant to Title 23, United States Code Section 128A and 42, United States Code Section 4321-4347 pertaining to proposed plans to improve Nyberg Road, federal aid project number M-92982(2).

The proposal consists of two build alternatives and a no-build alternative. Alternate 1 widens and extends Nyberg Road west from the I-5 freeway to SW 89th Avenue on the Sherwood Highway, consisting of four travel lanes and a continuous left turn lane. Alternate 2 widens the east portion of Nyberg Road then extends to the west on a new alignment, 500 feet southerly of Nyberg Road, to SW 89th Avenue on the Sherwood Highway, consisting of four lanes and a raised planted median with left turn refuges at selected locations.

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Publish in the Lake Oswego Review March 22, April 12, 1979

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,
COUNTY OF CLACKAMAS,—ss.

I, Joseph W. Blaha, being first duly sworn, depose and say that I am the publisher of the LAKE OSWEGO REVIEW, a newspaper of general circulation as defined in sections 193.010, 193.020, Oregon Compiled Laws Annotated, and published in Lake Oswego, in the aforesaid county and state; that the City of Tualatin, Dept of Transportation ..... a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two ..... successive and consecutive weeks in the following issues: April 12, 1979 ..... March 22, 1979 .....

Joseph W. Blaha
(Signed)

Subscribed and sworn to before me this 16th ....., day of April ..... 1979.....

Eileen V. Nelson
Notary Public for Oregon

(My commission expires Mar. 4, 1983 .....)

In the _____ *Court of the State of Oregon*

for the County of Multnomah

_____

_____ Plaintiff

vs.

_____

_____ Defendent

PUBLIC NOTICE
Oregon Department of
Transportation
Corridor Design Hearing
SW 89th Avenue
Pacific Highway (I-5)

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Affidavit of Publication

STATE OF OREGON }
County of Multnomah } ss.

I, J. M. McInteer being first duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregon Journal, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the City of Portland, in Multnomah County, Oregon; that the advertisement, a printed copy of which is hereto annexed, was published without interruption in the entire and regular issues of The Oregon Journal for one successive and consecutive issue on the following dates: 4/16/79

J. M. McInteer
Principal Clerk Of The Publisher

Subscribed and sworn to before me this 27th day of April 19 79

Evelyn P. Mayer
Notary Public for Oregon

My Commission Expires July 8, 1979

My Commission expires: _____

F-1703

KLEINSCHMITT
METROPOLITAN BRANCH

5821 NE Glisan
Portland 97213

OREGON DEPARTMENT OF TRANSPORTATION

NEWS FROM THE

For information contact:
Laurie Oseran Wyden, 238-8226

March 19, 1979

For Immediate Release

ENVIRONMENTAL REPORT FOR NYBERG ROAD AVAILABLE FOR PUBLIC REVIEW

Both advantages and disadvantages of the proposals to improve a busy, .7 mile stretch of Nyberg Road are presented in a Draft Environmental Impact Statement (DEIS) which is now available for public review.

This project has been developed by the City of Tualatin with assistance from the Oregon Department of Transportation. Discussed in the environmental report are the possible effects of two build alternatives as well as the no-build alternative upon the area. One of the build proposals would expand the existing Nyberg Road and add two additional lanes and a continuous left-turn median. The other alternative would bypass the existing Nyberg Road with a four-lane roadway to the south which includes a landscaped median with left-turn lanes at selected locations.

Improvement plans discussed in the DEIS were developed by the Oregon Department of Transportation for the city of Tualatin with the aid of a citizens and technical advisory committee. These committees which have played a major role in developing the project include representatives from the Tualatin community and government agencies.

Scene of frequent traffic accidents, congestion and stop-and-go traffic, Nyberg Road is the principle route through Tualatin's growing, commercial district. This two-lane county road today carries 14,000 to 16,000 vehicles per day through the commercial district which is substantially over its design capacity.

-over-

Copies of the Draft Environmental Impact Statement are available for review at the following locations: Oregon Department of Transportation, 5821 NE Glisan Street, Portland; Tualatin City Hall, 18880 Chelan Street, Tualatin; Washington County Public Library, 775 SE 10th Street, Hillsboro; State Transportation Building, Room 412, Salem; Federal Highway Administration, 477 Cottage Street, Salem.

####

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

March 16, 1979

LETTER TO INTERESTED PERSONS

SUBJECT: Southwest 89th - Pacific Highway
Neighborhood - City of Tualatin

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for review and comment.

This draft copy of the environmental statement for the subject project is being presented to you for information purposes and is available for review by other interested parties in the Washington County Library, the ODOT office at 5821 Northeast Glisan Street, Portland, Oregon, and the Tualatin City Hall.

This document is being circulated for comment or for informational use in advance of the public hearing. Your comments may be given at the hearing orally or submitted in writing within ten days following the hearing.

The public hearing will be held at 7:30 p.m., Monday, April 23 at Tualatin City Hall, 18880 Southwest Chelan Avenue.

Testimony will be received on all aspects of the project, and the hearing will be transcribed in its entirety.

If you need additional information, please contact Ron Kleinschmit, Project Coordinator, who has been involved with completion of the document and the project. He can be reached at the Metropolitan Branch of the Oregon Department of Transportation, 5821 Northeast Glisan, Portland, Oregon 97213. Telephone 238-7437.

R. N. Bothman
Metropolitan Administrator

RJK:RNB:ke

Attachment

bcc: DEIS pg. VI & VII , D. R. Adams, M. J. Klotz, J. D. McClure
R. J. Kleinshmit

Form 734-5122

APPENDIX C

URBAN RENEWAL ADVISORY COMMITTEE - Minutes — 2 April 1979

URAC Present	URAC Absent	Staff Present	Others Present
John Bergstrom	Fred Barrett	Yvonne Addington	Steve Crouch, ODOT
Candy Fankell	Karen Beach	Lila Nollette	Lee Gensman
Yvonne Frost	Bill Greer	Steve Rhodes	Jim McClure, ODOT
Peggy Gensman	Constance Laing		Wally Nelson, Council
Joe Greulich	Chas Landskroner		Luanne Thielke, Council
Alan Meyer	Mike Tate		Dean Werst
Steve Pearson	Harvey VanRaden		Cliff Wilson, Council
Althea Pratt			

A tape recording was made of this meeting.

CALL TO ORDER/ROLL CALL

The meeting was called to order by Vice Chairman Meyer at 7:46 p.m., and roll call was taken.

NOTE: Agenda items were discussed out of sequence.

APPROVAL OF MINUTES

(3.1) Meeting of February 6, 1979: All committee members had not received copies of these minutes, therefore, approval was deferred to the next URAC meeting.

REGULAR BUSINESS

(5.1) Discussion--Draft Environmental Impact Statement; SW 89 Avenue/I-5/Nyberg/Bypass Alternatives: Jim McClure, ODOT, handed out copies of the EIS document to committee members and reviewed transportation alternatives 1 and 2 with the group. He stated a cul-de-sac is proposed in Alternate 2 at the railroad crossing on SW Tualatin-Sherwood Road, however, this is not shown on the map.

Greulich questioned the turning radius at the Martinazzi/Bypass intersection. McClure stated he felt there was adequate turning room for any truck with a large wheel base.

Peggy Gensman expressed concern with access to the U.S. Bank parking lot. Considerable discussion ensued concerning alternate access points for entering and exiting this parking lot. McClure stated it was felt the parking lot should be opened up into the K-Mart parking area, however, the City should investigate this. McClure felt the best solution would be to route that traffic to a traffic signal. Greulich questioned the possibility of ramp metering. McClure was certain this would not occur in Tualatin in the near future. Ramp metering is planned for the Interstate Bridge area, however.

McClure advised the group this material will go before a public hearing on Monday, April 23, 1979. He felt the committee should take a position as to which alternative they prefer. He explained further that written testimony will be accepted for ten days following the public hearing. After the hearing, the ODOT will develop a Hearing Study Report (from the hearing transcript tapes) incorporating comments and testimony; the Report will then be forwarded to the City Council for resolution. Then, purchasing of the right-of-way property (which will take approximately one year), and finally, the Final Environmental Impact Statement.

Pratt moved the committee retain support of Alternate 2 as a recommendation to the Tualatin City Council. The motion was seconded by Greulich, and passed unanimously by the committee.

(5.2) Discussion--Amendments to the Urban Renewal Plan: Rhodes opened by stating another meeting will be necessary in order to complete the revisions of the Land Use Requirements revised draft.

Lee Gensman stated there are several conflicts within the Plan, therefore, it is not a valid document. Gensman pointed out parking as one example. Rhodes agreed there were problems with parking lot designations--this was one area the City needed to revise. Rhodes stated Multiple Family Residential was changed in some places to High Density Residential: Urban Renewal Area (RH-UR). This reference should be consistent throughout the Plan. Also, building height of 100 feet (approximately 10 stories) should be changed to 60 feet as this is maximum water pressure with respect to height. Discussion developed from the mention of high rise construction (specifically, near the gold course). Fankell felt the citizens did not want to see high rise buildings in Tualatin. Rhodes explained the high rise concept was a trade-off with Zidel to preserve the Wetlands.

Rhodes reviewed the Land Use Requirements revisions with the committee block by block. Changes were as follows:

Block 1: Multiple Family Residential will be referred to as High Density Residential: Urban Renewal Area (RH-UR).

Gensman stated the Plan should specify Office Commercial as a permitted use in Section 1800 as in Block 1 since it is allowed. This designation is not clear in the Plan. Rhodes disagreed and felt it was obvious through cross reference. Gensman will bring this matter up at another forum.

Block 2: No change.

Block 3: No change.

Block 4: The change is RH-UR designation, formerly Multiple Family Residential.

Block 5: Rhodes stated there has been a significant change in this block. The City would like to review this area further. The previous use was governmental structure (civic center) and Central Commercial. The Central Commercial was allowed in order to overbuild the civic center and rent out space until needed by the City. Now, the commercial use is allowed, but the civic center is a conditional use. This will be reviewed by the City staff.

Block 6: No change.

Block 7: No change.

Block 8: The Draft Urban Renewal Plan lists this block as residential, however, the Revised Draft shows Central Commercial.

Block 9: This changed from multi family residential to Central Commercial (same as Block 8).

APPENDIX D

TUALATIN PLANNING ADVISORY COMMITTEE - Minutes 5 April 1979

Present	Absent	Staff Present
Dick Brown	Gerald Hess	Yvonne Addington
Dave Gardner	Susan Post	Lila Nollette
Jack Grimes	Kerrie Standlee	Steve Rhodes
Larry Lee	Mike Tate	
Larry McClure	John Templeton	Others Present
Alan Meyer		Lee Gensman
Bob Ober		Mrs. Alan Meyer
Jim Parr		

A tape recording was made of this meeting.

The meeting was called to order by Chairman Brown at 7:40 p.m., and roll call was taken. Committee member Larry Lee stated his resignation from the TPAC Committee effective at the conclusion of this meeting.

Addington stated she would like the committee to review the permitted uses and the conditional uses of the Planning District Standards report. She asked the committee to defer the approval of lot sizes, setbacks, structure height, access, etc. to another meeting. It was mutually agreed to adjourn this meeting at approximately 9:30 p.m.

Transportation Alternatives: Addington and Rhodes introduced the Environmental Impact Statement (EIS), and explained the three transportation alternatives to the group. One alternative is the No-Build Alternative, which means, essentially, to do nothing. The Nyberg Alternative requires the widening of Nyberg Street, and extending it westerly to SW 89th Avenue. This is referred to as Alternate 1 in the EIS document. The Bypass Alternative would require the construction of a new roadway starting at approximately the K-Mart entrance, running southwesterly behind the Hervin plant, and then westerly to SW Tualatin-Sherwood Road until approximately 89th Avenue. This is referred to as Alternate 2 in the (Draft) EIS document. Rhodes stated alternatives 1 and 2 require acquisition of right-of-way (Nyberg and Bypass).

Discussion concerned the feelings of the Hervin Company and the Tualatin Business Association regarding these alternatives. Rhodes reported Hervin favors the Bypass alternative, and has been planning for it for some time. Lee Gensman stated the TBA favors the bypass also.

Parr questioned the turning radius traveling east onto the bypass from Martinazzi. Rhodes reported this was a concern of the fire department as well, and the Department of Transportation has assured there is adequate turning room for any vehicle with a large wheel base; he agreed the drawing is deceiving. Grimes questioned the terminology of "Draft EIS" and Rhodes clarified the "Final EIS" will be based on the route selected.

Gardner moved that the TPAC committee recommend to the City Council Alternate 2, the Bypass alternative, as the transportation alternative. The motion was seconded by Lee and passed unanimously by the committee. Rhodes stated there will be a public hearing on this material on Monday, April 23, 1979.

Review of Proposed Community Development Standards: Addington reiterated she would like the committee to settle the question of permitted and conditional uses in the various zoning areas. The committee reviewed the Proposed Community Development Standards section by section. Addington pointed out deletions and additions through the review.

APPENDIX E

TABLE 1. SUMMARY COMPARISON OF PROJECT ALTERNATIVES

LAND USE	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Consistency with City of Tualatin Urban Renewal Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with City of Tualatin Comprehensive Plan	Inconsistent	Inconsistent	Consistent and recommended in the plan
Consistency with CRAG Policies	Inconsistent	Conforms to CRAG Transportation Improvement Program	Conforms to CRAG Transportation Improvement Program
Impact on existing residential uses in Study Area	Access will become difficult as traffic increases	Access will become difficult as traffic increases	Proximity to rear yards of residential uses on Tonka Street
Impact on existing commercial and industrial uses in Study Area	Minor impact	Right of way encroachment into commercial and industrial uses on south side of S.W. Nyberg Road diminishing parking and landscaping of affected uses	Removal of one temporary building used as commercial bank
Impact on vacant land along road corridor	Congestion may slow development	Facilitates development of vacant industrially zoned land along road corridor.	Facilitates development of vacant industrial and commercially zoned land along the road corridor
Impact on prime agricultural land	No impact	Encroachment into six acres of Class II soils which is industrially zoned	Encroachment into three acres of Class II and III soils which is industrially zoned

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

TRAFFIC	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
1998 Level of service	Poor; temporary congestion to forced flow	Adequate; stable flow, approaching unstable flow	Adequate; stable flow, approaching unstable flow
Traffic safety	Hazards increase with volumes. Turning/through movement conflicts	Same as No Build. Turning/through movement conflict still a problem, even with improved traffic service.	Safety improved considerably with diversion of through traffic away from S.W. Nyberg Road.
Parking	Parking movements hazardous because of traffic volumes	All spaces on Nyberg Road eliminated; loss of off street parking on south side.	Access to parking areas improved. City planned parking lot improvements can be implemented
Traffic on other local streets	Severe congestion on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road	Improved service on S.W. Boones Ferry Road
Pedestrian service and safety	Hazards increase with volumes. Difficult turning movements reduce driver awareness of pedestrians.	Service increased with new sidewalk along S.W. Nyberg Road, but safety features little improved over No Build case	Service and safety much improved over other alternatives with diversion of through traffic from S.W. Nyberg Road.
Public transit	Access to downtown area reduced with congestion on S.W. Nyberg Road. Planned city wide system hindered by this feature.	Some improvement over No Build, but movement of buses in downtown area still difficult	Possibility of improved bus service in City most likely under this alternative.
Bicycle movement	Travel along S.W. Boones Ferry Road and Martinazzi Avenue hindered by congestion on S.W. Nyberg Road	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways	North/south travel through downtown area facilitated by improved traffic flow on S.W. Nyberg Road; improved condition with specific bikeways.

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

TRAFFIC, cont'd.	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Access to commercial uses on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access made increasingly difficult with higher traffic volumes on S.W. Nyberg Road	Access greatly improved with diversion of through traffic away from S.W. Nyberg Road.
Access to residential uses in Tualatin	Access severely limited by congestion on S.W. Nyberg Road	Access improved over No Build.	Access improved over Alternative 1. More direct route possible from I-5 to residential areas
SOCIOECONOMICS			
Project costs	Normal maintenance costs	$1,190,000 (estimate)	$1,370,000 (estimate) and assumes $900,000 of dedicated right of way
Relocation	None	None	One commercial use (temporary)
Business sales	Increased sales relative to higher traffic volumes; however, higher congestion could indirectly effect use frequency	Increased sales relative to higher traffic volumes; however, higher congestion could indirectly effect use frequency. Adversely affected by construction	Increased sales relative to higher traffic volumes in corridor and expected growth; improved mobility expected to have positive impact on S.W. Nyberg Road businesses
Property value	Maintain present inflationary trend	No direct project impact; values will maintain present inflationary tre minor increase in val pected due to improved ac- cess to vacant land	No direct project impact; values will maintain present inflationary trend; minor increase in value expected due to improved access to vacant land

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

PUBLIC FACILITIES	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Railroad	Continued use of adverse crossing	Cross over Burlington Northern Railroad; no line relocation proposed; PUC will require removal of existing crossing at Tualatin Sherwood Road when new crossing is developed	Parallel to Burlington Northern spur line serving Hervin and cross over major Portland line; no line relocation proposed; PUC will require removal of existing crossing at Tualatin Sherwood Road whe. crossing is developed
NOISE			
Commercial and industrial lands in the study area with noise levels higher than the FHWA standard because of roadway noise	Most areas within 200 feet of the local roadway	Same areas as No Build with some improvement along S.W. Boones Ferry Road	Impacted areas shifted away from S.W. Nyberg Road, toward the southern part of the study area
Number of existing residences in the study area with noise levels higher than the FHWA standard because of roadway noise	Three homes along S.W. Nyberg Road, and two homes along S.W. Tonka Street	Three homes along S.W. Nyberg Road	Three homes on S.W. Nyberg Road and five homes on S.W. Tonka Street; residential use on Tonka Street proposed as commercial use in future
Commercial, industrial and residential areas with noise levels higher than the FHWA standards because of temporary construction activities	None	Most of the study area	Most of the study area

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

SOCIOECONOMICS	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Loss of property tax from right of way acquisition	No impact	Removes approximately 4.5 acres for right of way	Removes approximately 7 acres for right of way
Employment	No impact	Short term construction growth; no long term impacts	Short term growth in construction phase; no long term impacts
Community identity	Continued congestion in central business district detracts from community goal of village atmosphere	Continued congestion in central business district detracts from community goal of village atmosphere	Improved traffic flow and less congestion expected to promote pedestrian and resident mobility and improve community goal of village atmosphere
PUBLIC FACILITIES			
Utilities	No impact	Removal of Portland General Electric aerial distribution line and General Telephone cable	No impact
Sewer and water	No impact	Relocation of fire hydrants and valve adjustments. City bears cost	Manholes would require adjustment but would coordinate with city interceptor project
Fire and police	Longer response time as traffic increases	Construction phase accessibility limited; continued congestion will delay emergency service response time	Construction phase accessibility limited; emergency service response time improved due to relief in congestion

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

BIOLOGY	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Migration of wildlife	No impact	Roadway mortality and disruption of migration habits of some wildlife	Roadway mortality and disruption of migration habits of some wildlife
Vegetation	No impact	Removal of some trees, shrubs, herbaceous species	Removal of substantially more trees; provides additional habitat in the form of landscaping
Rare and endangered species	No impact	No rare of endangered species identified in study area	No rare or endangered species identified in study area
Wetland	No impact	Indirect wetland impact by removal of adjacent grassland habitat	Indirect wetland impact by removal of adjacent grassland habitat
VISUAL			
Proximity of roadway to residential uses	No impact	No new impact	Roadway highly visible to residents on Tonka Street; this residential area is planned for commercial use in the future
Community visual atmosphere	Increased by traffic congestion in downtown	Increased by traffic congestion in downtown	Relief in through traffic congestion downtown
Landscaping element	No impact	No landscaping; some loss of rustic scenic resources	Landscaping proposed; greater loss of scenic resources

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

GEOLOGY AND SOILS	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Erosion	No increase in erosion	Possibility of erosion during construction	Possibility of erosion during construction
Sedimentation	Continuing potential from disturbed areas	Possible increase in sedimentation in Hedges Creek marsh during construction	
Roadway Foundations	Will deteriorate over time and with increased traffic	Presence of weak and wet soils; no adverse impact	Presence of weak and wet soils and periodoc flooding; potential adverse impact
Irretrievable commitment of resources	No impact	1500 cubic yards of fill material; committment of surface materials	6000 cubic yards of fill material; committment of surface materials
HYDROLOGY/WATER QUALITY			
Increase in existing flood hazard	No increase	No increase	No increase
Shallow groundwater	No impact	Minor construction impact west of S.W. Boones Ferry Road	Minor construction impact along most of right of way
Increase in sedimentation potential	Continued sedimentation potential	Overall decreased sedimentation potential; minor sedimentation potential to Hedges Creek during construction	Overall decreased sedimentation potential; minor sedimentation potential to Hedges and Nyberg Creek during construction
Increase in urban runoff pollutants	Increase due to urbanization of drainage area	Increase due to urbanization of drainage area	Slightly greater than No Build and Alternative 1
Alteration of wetland water quality by urban runoff	None; stormwaters intercepted by trench	Minor impact because of water quality and drainage change	Minor impact because of water quality and drainage change

TABLE 1. (CONTINUED) SUMMARY COMPARISON OF PROJECT ALTERNATIVES

ENERGY	NO BUILD	ALTERNATIVE 1: S.W. NYBERG ROAD	ALTERNATIVE 2: S.W. TUALATIN SHERWOOD BYPASS
Gasoline consumption	Moderate adverse impact due to increased congestion	Adverse short term high impact due to construction versus long term slight adverse impact due to traffic growth	Short term high adverse impact due to construction versus very slight adverse impact due to traffic growth
CULTURAL RESOURCES			
Historic Resources	No impact	No impact	No impact
Archeological resources	No impact	No impact expected; potential exists for discovery of archaeological sites	No impact expected; potential exists for discovery of archaeological sites
AIR QUALITY	Long term impacts due to increased congestion and less efficient use of fuel	Short term adverse construction impacts, versus slight improvement over intermedicate term as some congestion is alleviated	Short term adverse construction impacts, versus somewhat better improvement (compared to Alternative 1) term due to congestion relief

9375

4.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 19, 1979

TO Executive Department
Federal Aid Coordination Unit

FROM Gary A. Potter, Manager
Environmental Section

NOTED
E. S. HUNTER

SUBJECT Draft Environmental Impact Statement
District No. 2A
M-9282(2)
S.W. 89th Avenue - Interstate 5
Nyberg Road and Bypass Alternatives
Washington County, Oregon

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Environmental Section, 412 Transportation Building, Salem, Oregon 97310. Telephone 378-8486.

GAP:brl

Attachments

cc: G. L. Green, FHWA
E. S. Hunter
J. H. Versteeg
D. E. Swan
R. H. Prange
B. L. Gifford
Ed Hardt
R. N. Bothman
B. Geibel

RECEIVED
TECHNICAL SERVICES
MAR 19 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

AN EQUAL OPPORTUNITY EMPLOYER

9375

REVISED

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Pacific Hwy.-S. W. Sagert

Highway: F.A.U. 9274 & 9282

County: Washington & Clackamas

Prefix: 234-1955

Res. Engr. E. Purdy

Date February 28, 1979

Ten Year
Traffic Coefficient 7.1

18 kip s.a. per day 34.9

R value 12

Frost Penetration - - - -

CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. (Cl. B)	8.0
14.0"	A.B.	14.0
18.0"		22.0"

*EXISTING ROADWAY
(Width 20'±)

4.0"	A.C. (Cl. B) with an extra allowance (1.0") for leveling.	

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.8" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Project Coordinator

* Overlay thickness determined by deflection measurements.

Revised to eliminate previously proposed "Stage Construction."

9375

Form E-23 Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 77-139

AUTHORITY FOR SURVEY

Section Southwest 89th Avenue-Pacific Hwy. (I-5)

Highway Nyberg Road

County Washington (City of Tualatin)

Date January 24, 19 79

Authorization No. 2

Survey Prefix 234-1959 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the survey is located at the intersection of Southwest 89th Avenue and Sherwood Road. The easterly end of the survey is located at the existing structure over I-5 at Nyberg Road Interchange. The overall length of the survey is 1.0 mi

Proposed:

Realign Nyberg Road, provide 4 lanes with left-turn lanes; access to be controlled.

Purpose of Survey:

Perform field survey; prepare plans, specifications, and estimate.

M-9282(2)
1/10/78

Estimate of cost:

Estimate of Cost

Field Survey	(901)	$ 46,000
Citizen Participation	(902)	3,500
City of County	(903)	
Consultant	(904)	68,750
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	500
R/W Description	(909)	1,000
Soils & Geology	(910)	2,000
Traffic	(911)	5,500
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	1,000
Photogrammetry	(916)	1,000
Location Studies	(918)	1,700
Engr. Graphics	(919)	1,500
Office Engineer	(920)	-
Specifications	(921)	1,000
Environmental	(923)	14,300
Air Quality Monitoring	(925)	
Proj. Mgt.	(924)	200
Seminars	(950)	300
Hearings	(980)	3,500
Equal Opportunity	(985)	
Advisory Committees	(986)	
Personal Leave Time	(960)	150

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$154,900
Previous authorization	99,000
Additional authorization requested	55,900
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

K. D. LIMBOCKER, Metro Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

N R M

C. Tualatin

Department of Transportation
METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 8, 1979

Telephone 238-8226

KAY RANSOM, Vice President
Earth Metrics, Incorporated
1000 Elwell Court
Palo Alto, California 94303

Subject: S.W. 89th-Pacific Highway
Nyberg Road - City of Tualatin
Emergency Vehicle Routes

We have reviewed our design of the Martinazzi-Tualatin bypass (alt.#2) intersection. Emergency vehicles may use the following turn movements:

1. Southhound on Martinazzi in left-turn lane to eastbound on Tualatin bypass left-lane - 55 foot turn radius.

2. Southbound on Martinazzi in left (inside) lane to eastbound on Tualatin bypass left (inside) lane 60+ foot radius.

3. Southbound on Martinazzi in right (outside) lane to eastbound on Tualatin bypass right (outside) lane, 70+ foot radius.

The minimum turn radius required for emergency vehicles (fire equipment) is a 50 foot radius. The design of the intersection therefore, is adequate and should not require mitigation. With interconnected signals as designed for the project and emergency pre-emption, the alternative #2 proposed route should be a considerable improvement over existing circumstances.

If you have any further questions, please contact me.

Ron Kleinschmit
RON KLEINSCHMIT
Project Coordinator

pq

cc G. A. Potter
G. W. Kaiser
C. Markham
J. D. McClure

cc: Adrai Olson
Design - Salem

Vorstadt
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

Trout
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Bring Up ___/___/___
Action

Form 734-3122

Tualatin

Salem, Oregon
December 18, 1978

File 50375-VanNoy
50376-Randall
S.W. 65th Ave. Bridge Sec.
Tualatin City Street
Washington County

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Attached are two files (four parcels), an authorization, and R/W prints covering R/W for the project that is scheduled for May 24, 1979, as the Nyberg Creek Bridge (Tualatin) Section.

By: [signature]

Floyd O. Scott
R/W Desc. Engineer

FOS:cj
Attachments

234-1959 Tualatin

STATE OF OREGON

INTEROFFICE MEMO

Technical Services — DEPT. | 238-7438 — TELEPHONE

TO: GARY A. POTTER, Manager
Environmental Section

DATE: November 29, 1978

FROM: CRAIG MARKHAM
Regional Environmentalist

SUBJECT: Study Committee Review
Preliminary DEIS
89th Avenue -I-5
Nyberg Road
[redacted] of Tualatin

We expect to receive the preliminary draft of the subject DEIS from the project consultant, Earth Metrics Inc. on 15 Dec. 1978. Since our Study Committee review period spans the holiday season and irregular work schedules, I am sending this advance notice of the review schedule so that our people will be prepared. We have also agreed with the consultant to extend the review period 5 days, for the same reason.

15 Dec 78 - Consultant delivers PDEIS. Distribution to Study Committee. This PDEIS will not include the Air Quality section.

26 Dec 78 - Consultant delivers Air Quality section of PDEIS, (90% complete). Distribution to Study Committee.

5 Jan 79 - Study Committee meeting. Comments on PDEIS. Comments on Air Quality section are requested, but not mandatory at this meeting.

10 Jan 79 - Final date for comments on Air Quality section of PDEIS. Possible meeting of Study Committee, if several people have substantial comments.

js

cc: F.E. Terpin
J.B. Boyd
L.E. George
J.H. Versteeg
Walt Hart
Jack Sollis
R.N. Bothman
E.L. Hardt
Wally Bryant
Paul Riedl
Ron Kleinschmidt
Kay Ransom
D.R. Adams
J.D. McClure
W.C. Brooks, City of Tualatin
Y. Addington, City of Tualatin
M. Borreson, Washington County

Versteeg ✓ — Christensen — George — Olson — Terpin — Sullivan — Scott — Anderson

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DEC 1 - 1978
ENGINEERING SECTION

Trout — — — — — —

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81-125-1387

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 8, 1978

Salem, OR 97310

RECEIVED TECHNICAL SERVICES NOV 9'78 FILE: REFER TO FOR File Act Sign D/R R/D Invoice Info

Tony George for GAP

FROM: Gary A. Potter, Manager
Environmental Section

TO: Max Klotz, Technical Services Engineer
Metro Branch

SUBJECT: Noise Studies--FHWA Procedures
89th-I-5, FAU-9282, Washington County
Jantzen Beach-Delta Park Interchange, I-5, Multnomah County
S.W. Murray Blvd.-Alice Lane, Allen Blvd., Washington County
I-205-Boring Rd., Clackamas Hwy., Clackamas County

All of the subject projects have contracts and scopes of work that require compliance with FHPM 7-7-3 regulations. Recently (10-4-78), changes to these regulations were published in the Federal Register. These changes call for the use of the new FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108) and Reference Energy Mean Emission Levels (FHPM 7-7-3, Attachment 1 and Report No. FHWA-OEP-HEV-78-1). They may result in predicted noise impacts that are substantially different from those predicted using NCHRP 117/144. In particular, the FHWA Model predicts increasing noise levels with increasing speed, while the NCHRP Models predict decreasing noise levels with increasing speed.

While the new regulations allow the continued use of the NCHRP Models along with the new model through July 1, 1979, only the new model can be used in noise studies performed after that date. Since the implementation schedules for the subject projects may extend beyond July 1, 1979, we feel that the use of the FHWA model in the current studies is imperative. Otherwise, we may have to redo work that is now being done by consultants.

For the Jantzen Beach-Delta Park Interchange and the S.W. Murray Blvd.-Alice Lane projects, implementing the FHWA model should only involve a letter of notification to the consultants. The contract already requires compliance with FHWA procedures and work has not progressed to the point where changes could not be made. We request that you do this as soon as possible.

For the 89th-I-5 and the I-205-Boring Road projects, the process may not be as simple. Work has already progressed significantly and switching to the new FHWA model may require some contract adjustments. However, in spite of the anticipated extra cost, we feel that it is better to get the FHWA model incorporated into the DEIS rather than changing methods (predicted noise levels and impacts) between the two reports. This will provide better continuity for reviewers and will avoid having to explain why we "changed the numbers." Therefore, we also request that you initiate the appropriate discussions with the consultant to revise the noise studies to comply with the new FHWA modeling approach.

All other FHWA procedures remain in effect unchanged. I have attached a copy of the 10-4-78 directive for your information.

If you have any questions, let me know.

GAP:AJG:ss
Attachment
cc: R. N. Bothman Jef Kaiser
E. S. Hunter

[4910-22]

Title 23—Highways

CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER H—RIGHT-OF-WAY AND ENVIRONMENT

PART 772—PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE AND CONSTRUCTION NOISE

Traffic Noise Level Prediction Methods—Amendment

AGENCY: Federal Highway Administration, DOT.

ACTION: Amendment to final rule.

SUMMARY: This amendment revises current procedures by which the Federal Highway Administration (FHWA) approves traffic noise level prediction methods for use on Federal-aid highway projects. Section 772.25 of title 23, Code of Federal Regulations, specifically approves two prediction methods and provides for submission of other methods or variations to FHWA's headquarters office for approval prior to use. This section is being revised to indicate that any method which is consistent with the FHWA Highway Traffic Noise Prediction Model and which uses noise emission levels obtained from approved FHWA procedures is approved for use.

EFFECTIVE DATE: October 9, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. Jerry Reagan, Environmental Quality Division, Office of Environmental Policy, 202-426-4836, or Mr. Stan Abramson, Office of the Chief Counsel, 202-426-0791, Federal Highway Administration, 20590. Hours are from 7:45 a.m. to 4:15 p.m., eastern time, Monday through Friday.

SUPPLEMENTARY INFORMATION: It is anticipated that this revision will provide State highway agencies and FHWA field offices with the information needed and the proper degree of flexibility to arrive at acceptable traffic noise level prediction methods utilizing state-of-the-art methodology.

The revised requirements of § 772.25 are not retroactive. In addition, the two approved prediction methods currently listed in § 772.25 and all other methods approved pursuant to that section remain approved for use on Federal-aid projects until July 1, 1979. Any noise analysis performed after that date must comply with the revised procedures.

The approved FHWA procedures for obtaining noise emission levels are being distributed directly to all State highway agencies and FHWA field offices and will be made available for inspection and copying at all FHWA offices in accordance with the provisions of 49 CFR Part 7, Appendix D.

Although the substantive provisions of paragraphs (d) and (e) of the old § 772.25 are not being revised, the paragraphs have been redesignated as (b) and (c) and are reprinted herein in the interest of clarity and for ease of reference.

Accordingly, 23 CFR Part 772 is amended as follows:

§ 772.13 [Amended]

1. In § 772.13(e)(3) the reference to "§ 772.25(e)" is changed to read "§ 772.25(c)";

2. Section 772.25 is revised to read as follows:

§ 772.25 Traffic noise level prediction methods.

(a) Any traffic noise prediction method is approved for use in any noise analysis required by this part if it meets the following two conditions:

(1) The methodology is consistent with the methodology in the FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108);

(2) The prediction method uses noise emission levels obtained from one of the following:

(i) Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3, Attachment 1 (National Reference Energy Mean Emission Levels as a Function of Speed),

(ii) Report No. FHWA-OEP/HEV-78-1, Determination of Reference Energy Mean Emission Levels.[1]

(b) In predicting noise levels and assessing noise impacts the following traffic characteristics shall be used:

(1) *Automotive volume.*—The future volume (reduced for truck traffic) obtained from the lesser of the design hourly volume or the maximum volume which can be handled under traffic level of service C conditions. For automobiles, level of service C is considered to be the combination of speed and volume which creates the worst noise conditions. The average hourly volume for the highest 3 hours on an average day for the design year may be used for those highway sections where the design hourly volume or the level of service C condition is not anticipated to occur on a regular basis during the design year.

(2) *Speed.*—The operating speed which corresponds with the design year traffic volume selected in paragraph (b)(1) of this section and the truck traffic predicted from paragraph (b)(3) of this section. The operating speed must be consistent with the volume used.

(3) *Truck volume.*—The design hourly truck volume shall be used for those cases where either the design hourly volume or level of service C was used for the automobile volume. Where the average hourly volume for the highest 3 hours on an average day was used for automobile traffic, comparable truck volumes should be used.

(c) An an alternative to paragraph (b) of this section, the highway agency may select traffic characteristics to correspond with the critical times of day and night which will create the most adverse traffic noise impacts upon the nearby activities and land uses. When such alternative traffic characteristics are used, a thorough discussion of such alternative charactistics shall be included in the noise study report.

(d) Traffic noise prediction methods approved pursuant to prior requirements of this part (41 FR 16936, Apr. 23, 1976) remain approved until July 1, 1979. Any noise analysis performed after July 1, 1979, must comply with the requirements of paragraph (a) of this section.

NOTE.—The Federal Highway Administration has determined that this document does not contain a major regulation according to the criteria established by the Department of Transportation pursuant to E.O. 12044.

(23 U.S.C. 109(i), 315; 49 CFR 1.48(b).)

Issued on: September 22, 1978.

JOHN S. HASSELL, Jr.,
Deputy Administrator.

[FR Doc. 78-27940 Filed 10-3-78; 8:45 am]

[1] These documents are available for inspection and copying in accordance with the provisions of 49 CFR Part 7, App. D.

[7710-12]

Title 39—Postal Service

CHAPTER I—U.S. POSTAL SERVICE

PART 111—GENERAL INFORMATION ON POSTAL SERVICE

Postal Service Manual—Correction of Errors and Omissions in Transmittal Letter 44

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: The purpose of this document is to correct publicly certain errors and omissions contained in a recent transmittal letter making changes to the Postal Service Manual. The Postal Service published on page 2 of the Postal Bulletin of September

9375 8-18-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9282(2)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80112

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-18-78	FAU 9282	County Road

GENERAL LOCATION:
S.W. 89th Avenue - I-5 Freeway (Tualatin) Section

GENERAL DESCRIPTION OF WORK:
Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Consultant Agreement
Earth Metrics Inc.
TEC - NTE $68,750 F.F. $58,966

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's August 14, 1978, letter, I approve the Consultant Agreement with Earth Metrics Inc., for preliminary engineering to prepare a Draft Environmental Impact Statement on an actual cost basis not to exceed $68,750.00 which includes a net fee of $10,316.00. A signed copy of the agreement is returned herewith.

(The above authorization does not require additional obligation of funds.)

NOTED
F. B. KLABOE
8-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-18-78	G. K. Wimer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9375

L

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 18, 1978

Mr. C. Michael Hogan, President
Earth Metrics Incorporated
1000 Elwell Court, Suite 226
Palo Alto, California 94303

MISC. CONTRACTS and
AGREEMENTS No. 6705

Dear Mr. Hogan:

Transmitted herewith for your records is a fully-executed copy of an agreement for environmental studies on the I-5 Freeway - S.W. 89th Avenue Section of Nyberg Road in the City of Tualatin.

We have retained a fully-executed copy of this agreement for the Oregon Transportation Commission files.

Please do not begin work until notified of authorization to proceed.

Very truly yours,

by Mainor C. Holmes
for G. W. Wimer
Local Government Manager

MH:pf
Attachments

cc: C. W. Head, w/copy of agreement
V. E. Skoog, w/copy of agreement
G. A. Potter, w/2 copies of agreement

9375

earth metrics incorporated

July 18, 1978

Mr. Gary S. Waltenbaugh
Senior Project Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

RE: S.W. 89th Avenue-Pacific Hwy. (Tualatin)
FAU 9282
Washington County
Draft Environmental Impact Statement

Dear Gary,

Enclosed in the revised executed cost-breakdown itemizations which you requested. After the submittal on July 17 in the special delivery mail, we noted a mistake in the data submitted which has been revised herein, and dated July 18, 1978.. Please contact Michael Hogan or myself if further questions arise. I will contact you this week regarding the status of the contract processing.

Thank you for your help.

Sincerely,

Kay Ransom

Kay A. Ransom
Vice President

KAR:nw
Encl.

1000 ELWELL COURT, SUITE 226, PALO ALTO, CALIFORNIA 94303 (415) 964-3800

EXHIBIT "B"

CERTIFICATION OF CONSULTANT

I hereby certify that I am President and duly authorized representative of the firm of Earth Metrics Inc. whose address is 1000 Elwell Court, Suite 226, Palo Alto, CA 94303, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working soley for me or the above consultant) to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation or consideration of any kind for, or in connection with procuring or carrying out the contract, except as here expressly stated (if any):

I further certify that the firm I hereby represent is authorized to do business in the State of Oregon and that the firm is in full compliance with the requirements of the Board of Engineering Examiners.

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, U.S. Department of Transportation, in connection with this contract involving participation of federal aid funds and is subject to applicable state and federal laws, both criminal and civil.

7/18/78
Date

C. Michael Hogan
Signature

EXHIBIT "A" B

ANALYSIS OR FEE FOR ENGINEERING SERVICES

CONSTRUCTION ENGINEERING

Direct Salary Cost	$ 22850
Overhead Cost (including payroll additives) 125 %	$ 28562
Subtotal	$ 51412
Net Fee	$ 10316

Direct Non-Salary Costs:

a. Travel and Per Diem	$ 4116
b. Reproduction Expenses	$ 1856
c. Computer Expense	$ 1050
d. Communication *	$ 0
e. Outside Consultants	$
f. Other (Specify)	$
Total	$ 7022

Total Estimate	$ 68,750
Not to Exceed	$ 68,750

* Included in overhead

EXHIBIT "A"

BREAKDOWN OF OVERHEAD COST

FICA	8 %
Unemployment	4 %
Medical Aid and Industrial Insurance	1 %
Company Insurance and Medical	2 %
Vacation, Holiday and Sick Leave	10 %
State B and O Tax	10 %
Insurance	1 %
Administration and Time Unassignable	21 %
Printing, Stationery and Supplies	11 %
Professional Services	12 %
Travel Not Assignable	6 %
Telephone and Telegraph Not Assignable	3 %
Fees, Dues, Professional Meetings	--- %
Utilities and Maintenance	--- %
Rent	.7 %
Rental of Equipment	--- %
Office Miscellaneous, Postage	4 %
TOTAL	100 %

EXHIBIT "A"

BREAKDOWN OF DIRECT SALARY AND DIRECT NON-SALARY COST

Direct Salary Cost

Personnel	Man Hours	Rates of Pay	Estimated Cost
Senior Environmental Scientist	621	$15.96	$9911
Environmental Scientist III	632	$ 8.56	$5409
Environmental Scientist II	659	$ 6.20	$4085
Environmental Scientist I	689	$ 5.00	$3445

TOTAL $ 22,850

Direct Non-Salary Cost

Travel and Per Diem

Per Diem - 10 weeks at $ 30/day $ 2100

Air Travel - 14 trips at $ 144 $ 2016

_____ cars at $_____ per month at _____ months

_____ miles at $_____ $_____

TOTAL $ 4116

Office and Equipment

Rent $_____ per month at _____ months $_____

Equipment Rental $_____ per month at _____ months $_____

Reproduction Expenses $_____

Communications * $_____

TOTAL $ 4116

* Included in overhead

9375

DATE: July 5, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
I-5 - S.W. 89th Avenue Section of
Nyberg Road/Tualatin-Sherwood Road
City of Tualatin, Washington County

On the Consent Calendar for your consideration at the July meeting will be an agreement with Earth Metrics, Inc., for preparation of the Draft Environmental Impact Statement for the I-5 - S.W. 89th Avenue Section of Nyberg Road/Tualatin-Sherwood Road, City of Tualatin. An information report concerning consultant services for this study was presented at the January 24 meeting.

The agreement, in an amount not to exceed $68,750, will cover a six and one-half month period. All charges are eligible for normal federal-aid participation as part of preliminary engineering for the project.

I recommend your approval and request authority to sign the agreement for and on your behalf.

GAP:ss ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. E. Terpin
V. E. Skoog
G. A. Potter
J. H. Versteeg
W. J. Hart
E. L. Hardt
George Bell

9375

Received 7-17-78
2

PACIFIC HIGHWAY - S.W. SAGERT ROAD SECTION
S.W. 65TH & NYBERG ROAD (TUALITIN)
PREFIX 234-1955
JUNE 29, 1978
NARRATIVE REPORT
STAGE II

The purpose of the survey is to prepare plans, specifications and cost estimates for the roadway improvements to Nyberg Road and 65th Ave. between the Pacific Highway (Interstate 5) and Sagert Road in the City of Tualatin. (The Nyberg Road Interchange is the main freeway access to the City of Tualatin.)

Due to contract funding, scheduling and the imminent need for a new structure on the project, the location estimate and design has been divided into two stages.

Stage I: (field location estimate and design submitted May 26, 1978.) Involves only the structure replacement and enough roadwork to tie into the existing Nyberg Road and 65th Ave.

Stage II: Is the remainder of the project. The Stage II estimate and design is based on mapping which has been revised to show Stage I as an "AS CONSTRUCTED" map.

Other pertinent introductory and descriptive data is included in the Stage I and previous "total project" narratives included at the end of this report. The principal design difference between the original "total project" (Febuary 1978) and the present "Stage II" is the alignment shift 15' South of the "original" L line between Station 103+00 and 117+00 along Nyberg Rd. The L_2 line shift is accomplished by $1^{0}45'$ reversing curves between Station 103+00 and 107+43.30. L_2 alignment returns to the original L line tangent on 65th Ave. However, the L_2 stationing has been projected to the project end, thus eliminating a needless equation. The curve connecting Nyberg with 65th is improved from the original proposed 16 degree curve to a 14 degree curve with 350' spirals, allowing the entire structure to be constructed on the "simple" curve. The existing structure can be used by traffic during new construction.

Following is a discussion of the various construction items, Stage II, that are different or revised from the original narrative:

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC: Amount calculated on 1½% of remaining items; Placement of construction warning and control signs will be necessary daily as the work progresses. Permantly mounted (for the length of contract) signs are required in advance of the project in four places(see calculations). The project, for the most part, is an overlay-widening of the existing roadway. This means that grading, drainage and surfacing must be done under traffic with traffic confined or directed by movable signs and devices. Staging the construction, first one side and then the other, will allow traffic the use of the roadway and finally parts or all of the new roadbed. Unless a lengthy shutdown occurs separate surfacing of the roadbed for continued traffic use will not be necessary. The normal progression of surfacing placement can handle the daily traffic load. TEMPORARY PLASTIC SAFETY MARKERS are proposed as an aid to delineating traffic during construction staging.

Earthwork items include EMBANKMENT FOUNDATION EXCAVATION, BORROW EXCAVATION, GENERAL EXCAVATION and SELECTED EMBANKMENT IN PLACE. The embankment foundation excavation and select embankment in place is an extension of Stage I design. Borrow excavation is needed to balance the earthwork quantities. There is about 5,500 c.y. of embankment. Assuming a shrinkage of 15%, approximately 3,800 c.y. of additional material (Borrow Excavation) are needed. Since scheduling of Stage II is somewhat in the future it is recommended that the City of Tualatin provide the borrow quantity and site. Development within the city's jurisdiction will

undoubtedly provide opportunities for coordinating either the excavation or the stockpiling of the needed material. If, at the time of the contract, the quantities are not available from a predetermined source, the earthwork items can be changed to "EMBANKMENT IN PLACE" with the contractor providing the site and quantities. A small scale mass diagram was plotted to facilitate determination of haul brackets. No overhaul quantities were calculated.

TRENCH EXCACATION (See DRAINAGE)

The surfacing design provided by the Location Section calls for 10" AGGREGATE BASE, 4" ASPHALTIC CONCRETE, CLASS B (2"A.C. Final Stage-Future) with an allowance for ASPHALTIC CONCRETE IN LEVELING where overlaying the existing roadway to compensate for the existing grade and slope variations. The PRIME COAT included will also aid in traffic control and maintenance of the unfinished roadbed surfacing during traffic and construction staging. Usual calculations for WATERING, ASPHALT IN MIX and TACK COAT were followed.

DRAINAGE: A storm sewer is needed to control runoff in the proposed curbed section. A drainage map, scale 1"- 100' was prepared outlining the various drainage areas. Inlet spacing was determined from nomographs provided by the Hydraulics Engineer for a type A curb and gutter. Variances from theoretical spacing are required due to the entrance of side drainage, sags and the need to confine drainage to the roadway at intersecting approaches with negative grade. To minimize storm sewer cost the coefficients for side drainage areas were determined from existing conditions. If future increased urbanization of the area left of Station 106-115 substantially alters the runoff quantities entering the system, it is recommended the City require the developers to construct a separate storm sewer system. East of Station 115, left no side drainage enters the system as the proposed grade line is elevated (see Hydraulics Report, Stage I). Two side drainage areas, right, Station 106-110 currently draining to the street were not included as contributors. Future development and/or remodeling of these lots should provide drainage to the South. (See cross-sections and drainage map)

Outfalls for the storm sewers are provided at Station 110+60, an existing outfall (cross culvert) and at the Nyberg slough. Due to the flat grade and high elevation outfall at 110+60, the storm sewer between Station106 and 122 utilizes the inlets as junctions with the pipe at the highest elevation possible. Cover,therefore, is a minimum 6" at most places so class V or equivalent pipe is required. Maximum inlet depth is 4.4' Individual outlet culverts, Station 120+43 to 123+86, (Fill over Nyberg slough), are proposed since nothing is gained by adding these to the system and small diameter drainage pipe (8") will reduce the costs.

The storm sewer Station 130+05 - 136+50, utilizes collector manholes. The remainder of the system, Stations 125+00 - 130+05,uses the inlets as junctions. In spacing the inlets, Station 130+05 - 136+50, it was noted that the required spacing for proper curb drainage exceeded the maximum run for inlet to inlet sewers. The system as proposed would reduce the total structures needed to the minimum. The sewer pipe class may be reduced to "Extra Strength" for the manhole to manhole runs and 8" pipe may be used for the inlet to manhole laterals. Trench depth was increased for the necessary cover in this area. Manhole location is proposed at Centerline within the paved median, providing a safer maintenance and fewer grade matching ("ride") problems. (Note: See letter and sketch of 6/22/78 concerning manhole and storm sewer placement in relation to utilities.)

TYPE 2A and TYPE 3 GUARD RAIL at the structure must be replaced due to alignment& grade differences and the construction of sidewalks.

The TYPE 2 FENCE on the project is to replace a removed fence left of Station 110+50 to 118+50. Placing the fence at the R/W line would be too close to the sidewalk (Back of the sidewalk is the R/W line) so placement at the 10' easement line is proposed. The DOUBLE 24' GATE at the only approach entering the pasture, Station 113+59, is included in the estimate. Exact fencing requirements will be resolved during R/W and property negotiations.

To control drainage, a minimum of 4" rise on CONCRETE DRIVEWAYS was used (standard drawing 2-4.1 rev. 4/1/78) Two driveways, Station 129+70 and 133+12 are asphaltapproaches only. Drainage is controlled by curb inlets uphill from the approach. In order to construct the usual concrete drive with controlled drainage, these drives would have to be extensively reconstructed to maintain a standard grade differential. Heavy traffic is expected for these drives as they serve a large apartment complex so it is important to give the "street connection" a natural appearance. The sidewalk at these drives is proposed to extend around the North side radius to match the existing sidewalk.

The estimate data contains a list of MAIL BOXES to adjust. Additional liason with owners and the post office is needed to determine the exact placement.

The Transportation Analysis Engineer has reviewed the project and prepared cost estimates for STRIPING (SFO) and PERMANENT SIGNS.

MODIFY STRUCTURE is a lump sum item included to upgrade the structure to the curbed Stage II section. The items proposed are curbs, sidewalks and drains. Exact costs must be determined at a later date following completion of the structure design for Stage I.

Much of the project utilizes the existing R/W, however, some additional R/W is needed. Where proposed sidewalk construction falls within the existing R/W and cut-fill slopes project outside, a construction easement (permanent) is proposed. Where practical, this line and all proposed new R/W are described from L_2 centerline Temporary easements also are needed for driveway construction. These are described from R/W or property lines. In addition to R/W and easements required for Stage I, Stage II will require 6 parcels of new R/W, 16 parcels for construction easements and 9 parcels for temporary easement. Total areas taken are approximately: R/W - 21,900 sq.ft., Construction easement 58,767 sq. ft. and Temporary easement of 9,183 sq. ft. A print of the detail map will be forwarded to Region I R/W for cost determination. At this writing L^2 Line has not been staked. This office should be advised of R/W purchase activities so that L^2 line can be staked before any purchase.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Project PACIFIC HIGHWAY - S.W SAGERT ROAD — STAGE II
Highway SW 65TH & NYBERG (TUALATIN) County WASHINGTON & CLACKAMAS Key 734-1955
Length 0.81 Mi. Designer E.H. WOOLDRIDGE Draftsman EHW Date JUNE, 1978
E.C. PURDY, LOC ENGR Grading and Surfacing Items ✓ gsw

PRELIMINARY
SUBJECT TO CHANGE

Item	Unit	Net	~~10%~~ Allow	Gross	Price	Amount
MOBILIZATION	Lump Sum	All		100%		36,775
TEMP PROT. & DIRECT. of TRAFFIC	" "	All		100%		6,895
TEMPORARY SIGNS	Sq Ft	192	8	200	6.50	1,300
TEMPORARY BARRICADES	Ea	29	1	30	100	3,000
TEMPORARY PLASTIC SAFETY MKR	Ea	21	-	21	40	840
FLAGMEN	Hour	800	-	800	18.00	14,400
CLEARING & GRUBBING	Lump Sum	All		100%		8,000
REMOVAL OF STRUCT. & OBSTRUCT.	Lump Sum	All		100%		12,000
DITCH EXCAVATION	Cu. Yd	22	8	30	10	300
EMB. FOUND EXCAVATION	Cu. Yd.	254	26	280	4	1,120
BORROW EXCAVATION	Cu. Yd.	3,714	86	3,800	3	11,400
GENERAL EXCAVATION	" "	5,379	121	5,500	2.50	13,750
SELECTED EMB IN PLACE	" "	254	26	280	5	1,400
TRENCH EXCAVATION	" "	928	2	930	10	9,300
FINISHING ROADBED & SLOPES	Lump Sum	All		100%		3,000
WATERING	M-Gal	156	4	160	8	1,280
AGGREGATE BASE	Ton	9,758	42	9,800	7.50	73,500
CLASS 'B' A.C. MIXTURE	"	5,642	58	5,700	14	79,800
CLASS 'B' or 'C' A.C MIX-LEVELING	"	810	-	810	14.50	11,745
ASPH. CEMENT IN MIX.	"	419	11	430	85	36,550
ASPHALT IN PRIME COAT	"	20	-	20	175	3,500
AGGREGATES IN PRIME	Cu. Yd	110	-	110	20	2,200
ASPHALT IN TACK COAT	Ton	3	-	3	200	600
8-INCH SEWER PIPE	L.F.	362	8	370	6.50	2,405
12- " " "	"	1,420	-	1,420	10.50	14,910

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE — Sheet 2 of 2 Sheets

Section PACIFIC HIGHWAY- SW SAGERT RD — Unit STAGE II
Highway SW 65TH AVE (TUALATIN) — County WASHINGTON — Prefix 234-1955
Length 0.81 — Designer E.L. WOODRIDGE — Draftsman TAW — Date JUNE, 1978
E.A. PURVEX. ENGR Grading and Surfacing Items

PRELIMINARY SUBJECT TO CHANGE

Item	Unit	Net	10% Allow	Gross	Price	Amount
15-INCH SEWER PIPE	L.F.	802	8	810	14	11,340
18 " " "	"	410	-	410	18	7,380
EXTRA FOR PIPE UNDER PAVEM'T	"	394	6	400	12	4,800
CONCRETE MANHOLE	Ea	3	-	3	1,000	3,000
CONCRETE INLET, TYPE CG-1	Ea	26	-	26	425	11,050
GUARD RAIL, TYPE 2A	L.F.	788	12	800	12	9,600
" " " 3	"	100	-	100	25	2500
" " ANCHOR, TYPE 1	Ea	4		4	275	1,100
" " END PIECE, TYPE C	Ea	4		4	110	440
TYPE 2 FENCE	L.F.	786	14	800	1.50	1200
24' DOUBLE GATE	Ea	1	-	1	500	500
CONCRETE WALKS	Sq Yd.	4842	8	4,850	11	53,350
CONCRETE DRIVEWAYS	"	533	7	540	14	7,56.
TYPE 'A' CONCRETE CURB	L.F.	7,853	47	7900	3.75	29,62
EXTRA FOR ASPH. APPROACH	Ea.	23	1	24	125	3,00.
DELINEATORS	Ea			12	18	216
ADJUSTING MANHOLES	"	8	-	8	250	2,0
SETTING MAIL BOX POST	"	4		4	100	40
PERMANENT SIGNS	Lump Sum	100	-	100	12	(1,200
ROADSIDE SEEDING & MULCH	Acre	1.36	.14	1.50	550	825
MODIFY STRUCTURE	Lump Sum					(2,500)
SUBTOTAL (CONTRACT ITEMS)						**503,346**
EXTRA WORK: STRIPING SEQ						2,504
SUBTOTAL						505,850
ENGINEERING & CONTINGENCIES (20%)						101,171
ADDITIONAL ANTICIPATED ITEMS:						
UTILITIES						
RIGHT OF WAY						

PRELIMINARY SUBJECT TO CHANGE

Total ( )

9375

L.

May 8, 1978

C. Michael Hogan, Ph.D., President
Earth Metrics Incorporated
1000 Elwell Court, Suite 226
Palo Alto, California 94303

Dear Sir:

The Consultant Selection Committee of the Oregon Department of Transportation has selected your firm for the preparation of the environmental studies for the Nyberg/Tualatin Sherwood Road Project.

Please work with Mr. Gary Potter of my staff in finalizing the scope of work for the contract.

I look forward to the successful completion of this study.

Sincerely,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
R. N. Bothman
Ed Hardt
Gary A. Potter
J. H. Versteeg
V. E. Skoog
Glen L. Green - FHWA

GAP:ss ja

(SAME LETTER SENT TO FOLLOWING)

CH2M/Hill
1600 S. W. Western Boulevard
Corvallis, Oregon 97330

Towne, Richards, & Chaudiere, Inc.
105 N. E. 56th
Seattle, Washington 98105

Daniel, Mann, Johnson & Mendenhall
816 Pittock Block
Portland, Oregon 97205

DeLeuw, Cather & Company
720 Third Street
Suite 2011
Seattle, Washington 98104

Earth Metrics, Inc.
1000 Elwell Court
Suite 226
Palo Alto, California 94303

Greiner Environmental Systems
3000 Sky Harbor Boulevard
Phoenix, Arizona 85034

Marcow, O'Leary & Associates, Inc.
1801 "K" Street, N. W.
Washington, D.C. 20006

Seton, Johnson & Odell, Inc.
217 S. W. Alder
Portland, OR 97204

NW Environmental Technology Lab., Inc.
2112 Third Avenue
Suite 304
Seattle, Washington 98121

Parsons, Brinckerhoff, Quade & Douglas
165 Post Street
San Francisco, California 94108

Porter & Ripa Associates, Inc.
200 Madison Avenue
Morristown, North Carolina 07960

Stevens, Thompson & Runyon, Inc.
5505 S. E. Milwaukie Avenue
Portland, Oregon 97202

Sverdrup & Parcel
P. O. Box 369
Bellevue, Washington 98009

Systems, Science & Software
P. O. Box 1620
LaJolla, California 92037

Transportation Development Associates
316 Second Avenue, S.
Seattle, Washington 98104

Western States Consultants, Inc.
2422 W. Rancho Drive
Phoenix, Arizona 85015

Jordon/Avent & Associates
200 S. W. Market
Portland, Oregon 97214

Particle Data Laboratories, Ltd.
115 Hahn Street
Elmhurst, Illinois 60126

Systems Architects Engineers, Inc.
667 S. Jackson
Seattle, Washington 98104

Environmental Research Group
Georgia State University
University Plaza
Atlanta, Georgia 30303

Van Gulick & Associates, Inc.
543 Third Street
Lake Oswego, Oregon 97034

Scott Environmental Technology, Inc.
Plumsteadville, Pennsylvania 18949

Impact, Ltd.
1409 Larimer Square
Denver, Colorado 80202

URS Company
Fourth & Vine Building
Seattle, Washington 98121

Mr. Victor H. Prodehl, P.E.
2670 Englewood, N. E.
Salem, Oregon 97301

Wilsey & Ham
222 S. W. Harrison
Suite 4
Portland, Oregon 97201

Wilbur Smith and Associates, Inc.
111 Pine Street
Room 1500
San Francisco, California 94111

Howard, Needles, Tammen
& Bergendoff
201 Elliott Avenue West
Seattle, Washington 98119

Dames & Moore
1220 S. W. Morrison Street
Portland, Oregon 97205

Beak Consultants, Inc.
317 S. W. Alder, Third Floor
Portland, Oregon 97204

Environmental Disciplines, Inc.
317 S. W. Alder
Portland, Oregon 97204

Parametrix, Inc.
2031 Broadway Street
Vancouver, Washington

Jack E. Leisch & Associates
State National Bank Plaza
1603 Orrington, Suite 1290
Evanston, Illinois 60201

Danadjieva & Koening, Associates
223 Diviso Street
Tiburon, California 94920

dBH Acoustics
Albert G. Duble, Jr.
Acoustical Engineer
10211 S. W. Barbur Boulevard
Suite 209
Portland, OR 97219

David A. Crane and Partners/DACP, Inc.
334 Boylston Street
Boston, Massachusetts 02116

REQUEST FOR PROPOSAL

89th Avenue - Interstate 5
Nyberg Road/Tualatin Sherwood Road
City of Tualatin
Washington County, Oregon

OREGON DEPARTMENT OF TRANSPORTATION

REQUEST FOR A PROPOSAL

89th Avenue - Interstate 5
Nyberg Road/Tualatin Sherwood Road
City of Tualatin
Washington County, Oregon

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INTRODUCTION

The Oregon Department of Transportation (ODOT) is seeking the services of a qualified consultant to prepare a draft environmental impact statement for the City of Tualatin project. ODOT has in-house staff capable of preparing the environmental impact statement but is presently scheduled to work on other priority projects. Because of local citizens' and governments' interest in completion of this project, ODOT will contract with a consulting firm that is capable of beginning the preparation of the EIS immediately and completing it within a reasonable period of time.

The selected consulting firm shall have a demonstrated expertise in environmental analysis and shall have available the professional staff necessary to conduct such an analysis. Official policies require that an environmental impact statement be the product of an interdisciplinary investigation. It is therefore necessary that the consulting firm or its sub-contractor(s) have expertise in such areas as economics, transportation planning, traffic engineering, geology and soil mechanics, hydrology, biology, sociology, land use planning, air quality, acoustics, and landscape architecture. In addition, the consultant should have available a project manager with demonstrated ability in managing an interdisciplinary team.

This study will be Federally funded and is therefore subject to the guidelines and regulations of the Oregon Action Plan for Transportation Planning, the Federal-Aid Highway Program Manual, and the National Environmental Policy Act. Under those guidelines and regulations, this project is of a type that requires draft and final environmental impact statements, a public hearing, and a

citizens' participation program. These responsibilities and others will be divided between the consultant and ODOT. The citizen's participation program and public hearing will be conducted by the City of Tualatin in cooperation with ODOT. The consultant may be asked to assist in the preparation of informational materials. The contract will be managed for ODOT by a designated project coordinator. The consultant will be expected to maintain liaison with the project coordinator and with the appropriate State and Federal agencies throughout the course of the study.

It should be noted that, in this request, ODOT is soliciting proposals for the preparation of the draft environmental impact statement only: the final environmental impact statement is to be prepared after the public hearing, which is now scheduled for March 1979. The work items, cost, and schedule for the final environmental impact statement are not to be included in the present proposal but will be negotiated by the selected consultant and ODOT at an appropriate future date.

BACKGROUND AND SITUATION

Tualatin is a rapidly developing small city which is increasing its industrial and commercial tax base as it also attempts to preserve the vitality of its downtown area. The guidance for this process is the city's URBAN RENEWAL PLAN which proposes a strategy to preserve and improve the historic, design, aesthetic, and commercial values of the downtown by separation of the through traffic from local circulation. This project addresses the principle element of this strategy-handling the through traffic.

The city of Tualatin is located near the Tualatin River, which meanders through the relatively flat Tualatin Valley floor (Figure 1). Much of the city's CBD (project area) is located in the 20 year flood plain. Nyberg Creek is located just south of the project site, serves as an overflow channel during flooding, and flows through a significant wetland area.

PROJECT PURPOSE AND DESCRIPTION

The purpose of the project is to improve traffic circulation and safety in the CBD, as well as, increase the capacity for through traffic traveling between I-5 and Tualatin-Sherwood Road. The city has been promoting industrial development just west of the CBD along the Tualatin-Sherwood Road, which has caused undesirable increases in through traffic.

Two build alternatives are presently being advanced. Both would replace the existing two-lane through route with a five-lane route including a controlled left turn lane. The first alternative would extend Nyberg Road to make a direct connection to Tualatin-Sherwood Road (Figure 2). The Second Alternative (proposed by the URBAN RENEWAL PLAN) would follow a new alignment south of the CBD, approximately 500 feet south of Nyberg Road (Figure 2). The project termini for both alternatives would be I-5 and Southwest 89th Avenue. The project section is approximately 0.7 mile long.

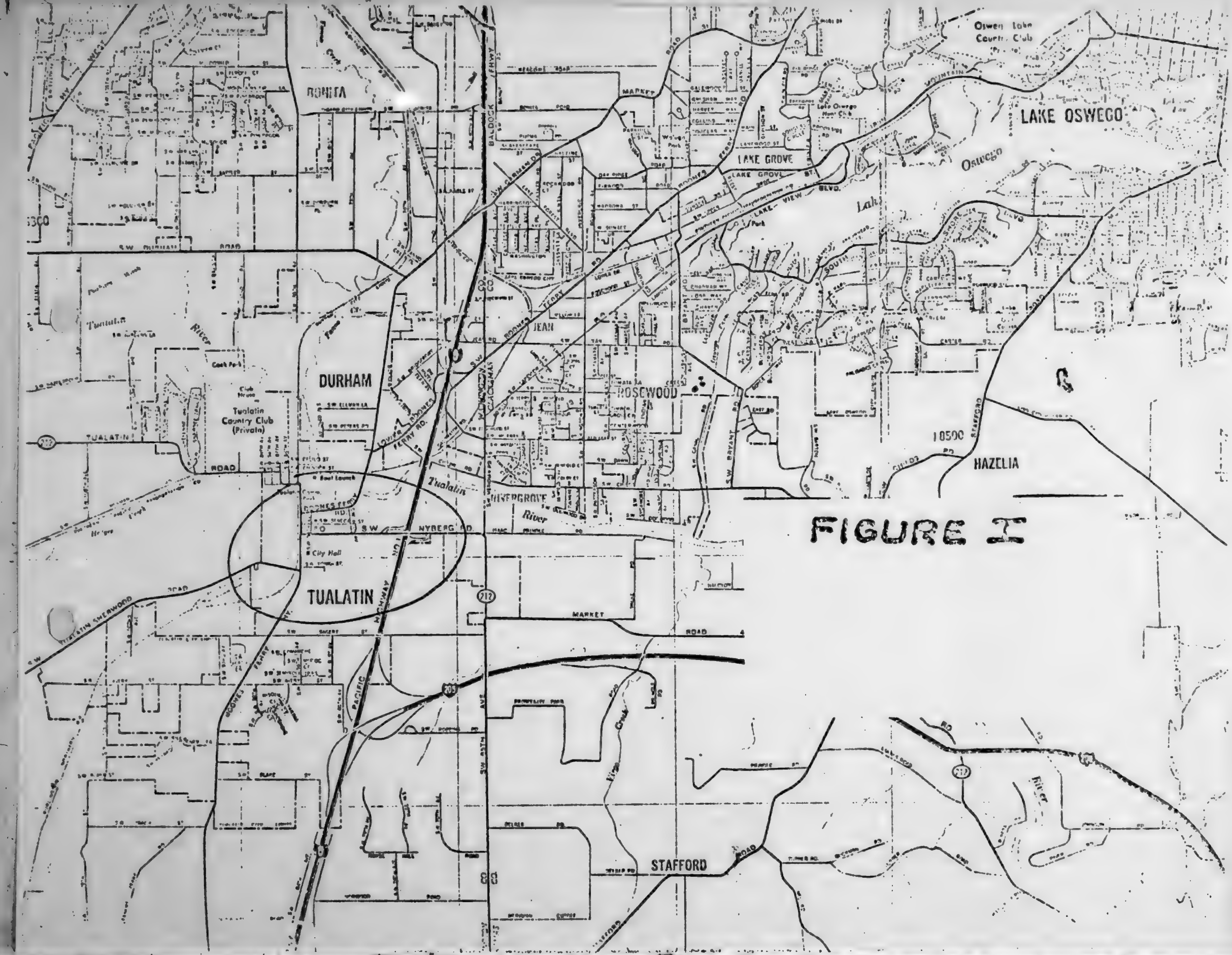

BONITA
DURHAM
Tualatin Country Club (Private)
TUALATIN
ROAD
Tualatin River
JEAN
ROSEWOOD
LAKE GROVE
LAKE GROVE BLVD.
LAKE OSWEGO
Oswego Lake Country Club
Lake Oswego Golf Club
10500
HAZELIA
RIVERGROVE
SW NYBERG RD.
City Hall
TUALATIN
MARKET ROAD
STAFFORD
ROAD

FIGURE I

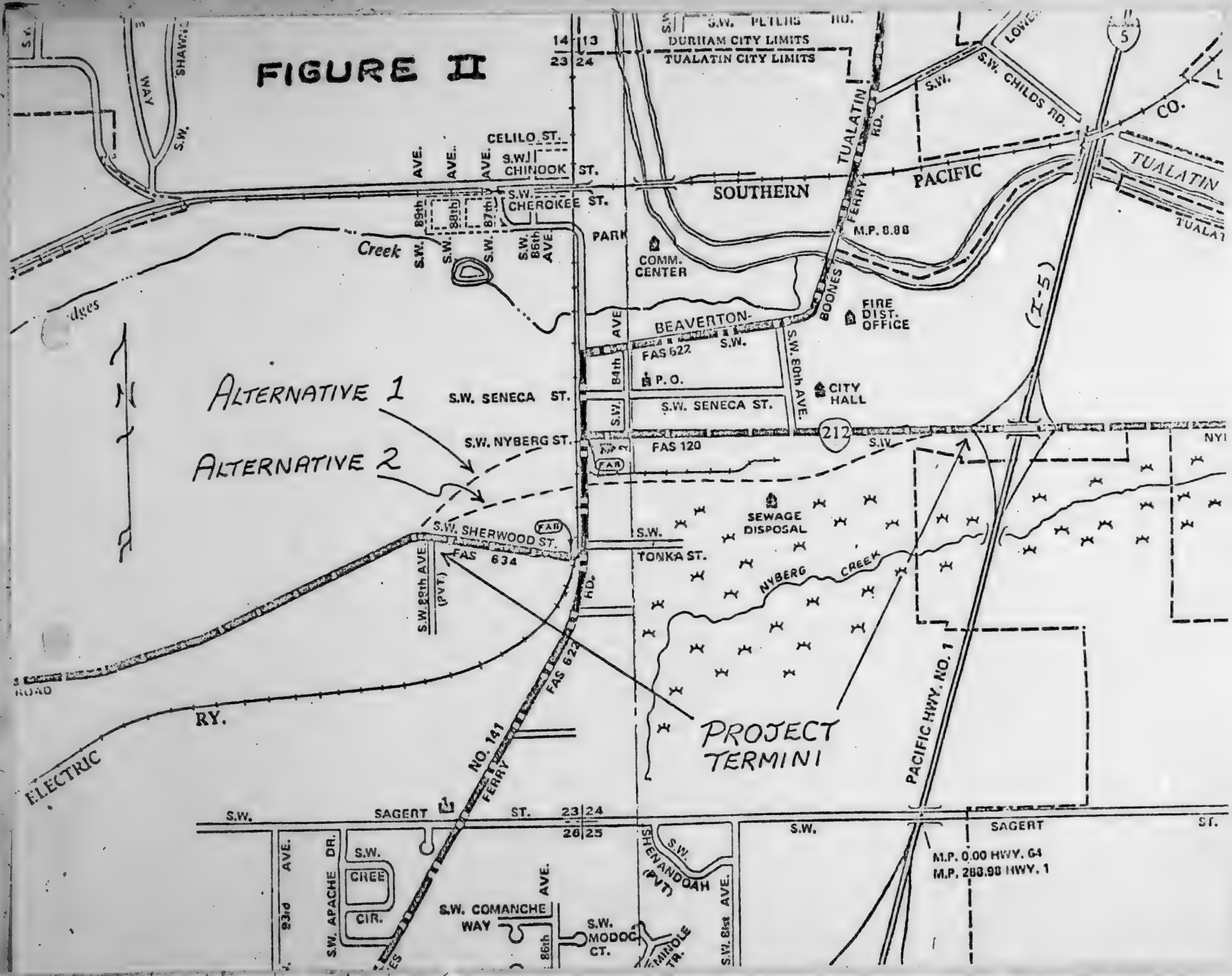
PROJECT SCHEDULE

Total time allotted to complete the draft environmental impact statement (DEIS) will be 6.5 months, from 1 August 1978 to 15 February 1979. The consultant will be expected to submit preliminary copies of the DEIS by 15 December 1978 for review by ODOT and the Federal Highway Administration. In the event that any consultant submitting a proposal deems this schedule inappropriate or extremely difficult to meet, the consultant shall have the option of outlining a different schedule in the proposal. The schedule will be open to negotiation but will be made binding as part of the contractual agreement.

INFORMATION AVAILABLE

The reports and data itemized below will be available to the consultant. The consultant will be responsible for all other necessary data and analyses. However, this requirement does not preclude access to public reports and public files of State and local governmental units or the use of other existing data available in a form usable by the consultant. Compilation, tabulation, and analysis of data by any State or local governmental agency are not to be expected by the consultant unless specifically volunteered by a responsible official of such agency.

FIGURE II


DURHAM CITY LIMITS
TUALATIN CITY LIMITS
S.W. PETERS RD.
S.W. CHILDS RD.
TUALATIN RD.
BOONES FERRY RD.
CELILO ST.
S.W. CHINOOK ST.
S.W. CHEROKEE ST.
SOUTHERN PACIFIC
TUALATIN
M.P. 8.88
COMM. CENTER
FIRE DIST. OFFICE
BEAVERTON-
FAS 622
P.O.
CITY HALL
S.W. SENECA ST.
S.W. NYBERG ST.
FAS 120
212
(I-5)
ALTERNATIVE 1
ALTERNATIVE 2
S.W. SHERWOOD ST.
FAS 634
TONKA ST.
SEWAGE DISPOSAL
NYBERG CREEK
PROJECT TERMINI
PACIFIC HWY. NO. 1
ELECTRIC RY.
NO. 141 FERRY
SAGERT ST.
S.W. APACHE DR.
S.W. CREE CIR.
S.W. COMANCHE WAY
S.W. MODOC CT.
S.W. SHENANDOAH (PVT)
M.P. 0.00 HWY. 64
M.P. 283.98 HWY. 1

1. Complete traffic data for traffic analysis, including data in the format required for air quality and acoustical analyses.
2. Preliminary design information for the project alternatives, including alignment, typical sections, and cost estimates.
3. Copies of maps, photographs, and drawings that have been developed in the course of preliminary engineering work.
4. Publications:

   Project Environmental Assessment

   City of Tualatin Urban Renewal Plan

SCOPE OF WORK

I. Study Topics

The outline below lists the major topics that the consultant is expected to research and analyze in detail and treat in the environmental impact statement. The outline is not necessarily all-inclusive. These outlined items should be included as work items in the proposal submitted to ODOT. If it is the consultant's opinion that any of the topics listed here are not pertinent to the study and are therefore omitted from the proposal, such omissions should be explained.

A. Project Alternatives and Purposes

   1. Build Alternatives and any Design Variations
   2. "No-Build"

B. Origin and History of Project

   1. Local governmental priorities
   2. Context of existing plans and studies (e.g., land use and transportation plans)

3. Events and actions influencing development of project alternatives

C. Interrelationship with Other Portland-Area Transportation Projects

1. Existing, local, and regional transportation network

a. Description (design characteristics)
b. Efficiency

(1) Existing and projected ADT
(2) Existing and projected levels of service
(3) Existing and projected accidents and safety
(4) Accessibility to existing and proposed future land uses

2. Demonstration of need for project

a. Short-term (0-10 years) efficiency of proposed project alternatives
b. Long-term (10-20 years) efficiency of proposed project alternatives

D. Existing Environmental Setting and Environmental impacts of the "Build" and "No-Build" Alternative (topics for description and analysis)

1. Topography and structural geology
2. Soils

a. Engineering characteristics
b. Land use characteristics

3. Hydrology and water quality
4. Wildlife
5. Vegetation
6. Air Quality

a. Primary effects
b. Secondary effects

7. Noise

a. Primary effects
b. Secondary effects

8. Energy

9. Land uses (existing, proposed, and project-induced)

a. Residential
b. Commercial
c. Industrial
d. Public and institutional (government, schools, churches, wetlands, parks, and historic and archaeological sites, wildlife refuges, utilities, etc.)

10. Population
11. Economics

II. Draft Environmental Impact Statement

Legal Sufficiency.--The product of this study is to be a draft environmental impact statement, which shall include all pertinent information developed in the course of the study. The format of the DEIS shall conform to the rules prescribed in the U.S. Department of Transportation's (Federal Highway Administration) Federal-Aid Highway Program Manual, volume 7, chapter 7, section 3, "Environmental Impact and Related Statements."

To be legally sufficient, at the minimum, the DEIS must treat the following subjects:

1. Location and description of project
2. Purpose of project and demonstration of need
3. Existing environmental setting
4. Alternatives, including the "no-build"
5. Environmental impacts of project alternatives on environment
    a. Primary impacts
    b. Secondary impacts
    c. Impacts on Section 4(f) lands
    d. Adverse impacts of the project
    e. Steps to be taken to minimize unavoidable adverse impacts
    f. Summary of impacts
        (1) Discussion of unresolved conflicts and alternative uses of resources
        (2) Relationship between short-term and long-term effects of alternative courses of action

(3) Irreversible changes in the environment brought by alternative courses of action
(4) Irretrievable commitment of resources brought by alternative courses of action

6. Synoptic comparison of alternatives

7. Documentation of informational sources

Format and Printing.--The preferred format for the DEIS calls for a summary volume and a separate volume of technical reports and appendices. 200 copies of the summary volume and 75 copies of the technical volume are required.

The consultant will be expected to prepare for publication all graphics needed for the DEIS and will be responsible for printing the DEIS.

III. Air and Noise Analyses

The consultant will supply sufficient detail in the air and noise analyses for application for the Indirect Source Permit required by the Department of Environmental Quality and for preparation of the Noise Study Report required by the Federal Highway Administration in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 3. Ambient air sampling will be a requirement of the Indirect Source Permit and may be included in the scope of the consultant's work.

IV. Preliminary Draft Environmental Impact Statement

The consultant will submit 40 copies of the preliminary DEIS to ODOT for review and joint approval by ODOT and the Federal Highway Administration prior to the printing of the DEIS.

V. Progress Reports

The consultant will be expected to provide ODOT, through the project coordinator, with regular progress reports (in addition to the usual direct, personal contact that occurs during such a study). Progress reports are to be submitted monthly, in writing, prior to the first Monday of each calendar month, until the draft environmental impact statement is completed.

The progress reports are to include an itemized account of work completed in the month previous, a statement of findings or conclusions, and a schedule of work for the following month. The progress report is also to be used, as necessary, as a vehicle for reporting delays, schedule revisions, or work modifications.

VI. Coordination with Project Citizens' Advisory Committee

An important element of the study will be citizens' involvement. A Citizens' Advisory Committee has been appointed by ODOT from a list of interested citizens. ODOT will assume primary responsibility for the citizens' participation program, but the consultant will be expected to remain receptive to citizens' concerns and, through the ODOT project coordinator, to supply information to the Citizens' Advisory Committee upon their request. Further, the consultant should have one or more representatives available to attend public meetings at the discretion of the ODOT project coordinator.

VII. Coordination with Other Agencies

The consultant will be expected to consult, as appropriate, with agencies who have an interest in this project by virtue of jurisdiction or special expertise.

VIII. Public Hearing

The consultant may be called upon to assist the city of Tualatin and ODOT in preparation of a hearing presentation.

ORGANIZATION OF THE PROPOSAL

The proposal submitted must include, at the minimum, the following items:

1. A detailed work plan, describing specific tasks necessary for full treatment of topics listed in the scope of the work. The description of tasks should include methods of data collection and analysis. If the consultant chooses to modify the "Scope of Work" section outlined in this request for a proposal, those modifications should be explained.
2. A detailed description of the format of the draft environmental impact statement.
3. A listing of all key staff and management to be used in the study, including a description of qualifications, skills (i.e., resumes), and responsibilities in the study.
4. A work schedule showing dates of completion of tasks outlined in the proposal.
5. Cost estimates--both totaled and itemized by tasks (e.g., air quality analysis, transportation analysis, land use analysis).
6. A list and description of tasks, responsibilities, and qualifications of any subcontractors who may be hired.
7. References of former clients and summaries or samples of previous work that demonstrates the consultant's ability to do this study.
8. A statement of offer signed by an individual authorized to bind the contractor.

CONSULTANT SELECTION PROCESS

The consultant will be selected by a committee composed of representatives of the Oregon Department of Transportation and the city of Tualatin. A standard rating sheet may be used to judge the proposal and the experience and capabilities of the consultant. Interviews, though not essential to the selection process, may be scheduled at the discretion of the Selection Committee.

Criteria: The Proposal

Each proposal received in response to this request will be judged as a demonstration of the consultant's capabilities and understanding of the project. More specifically, proposals will be judged on the basis of the following criteria:

1. Awareness of key project issues
2. Demonstrated understanding of environmental impact analysis and appropriate methods of data collection and evaluation
3. Familiarity with legal requirements and guidelines for EIS's
4. Thoroughness of proposal
5. Organization and clarity of proposal
6. Cost appropriate to the scope of work
7. Proposed working relationship with ODOT and the Citizens' Advisory Committee

Criteria: The Consultant

The contract will be awarded only to a qualified consultant. Minimum standards for qualification are:

1. Having the financial resources for the performance of the contract, or the ability to obtain such resources
2. Having the ability to comply with the proposed time schedule for this study
3. Having the necessary experience, organization, technical and managerial staff, and the facilities to carry out the study
4. Having an adequate past record of performance
5. Being an Equal Opportunity Employer and being otherwise qualified by law to receive this contract

Submission Requirements and Notification of Consultant

Proposals submitted must be received by ODOT no later than 12 a.m. (noon PST) on 26 April 1978. Proposals sent must arrive by this deadline. Ten copies of each proposal must be sent. All copies of the proposal are to be mailed or delivered to: Environmental Section, Oregon Department of Transportation, 412 Transportation Building, Salem, Oregon 97310. Proposals, or modifications thereof, received after the above hour and date will not be considered.

All consultants submitting a proposal will be notified of the decision of the Selection Committee by 15 May 1978, by U.S. mail. The consultant selected for the study is epxected to commence work as soon as possible after contract negotiation. 1 August 1978, is desirable for commencement of work on this project.

GAP:ss
ODOT
3/17/78

9375 1-10-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [illegible]-9282(2)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80112

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	1-10-78	FAU 9282 / County Road

GENERAL LOCATION:

"SW 89th Ave - I-5 Freeway (Tualatin) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) All phases of preliminary engineering including archeology studies necessary to obtain an adopted final environmental impact statement TEC NTE $90,000 - Federal Funds $77,200.

REMARKS

As requested in Mr. Swan's January 4, 1978 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-10-78	D. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9375

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80112
Project No. M-9282(2)
SW 89th Ave.- I-5 Freeway (Tualatin) Sec.
Washington County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility and railroad preparatory work and archeological salvage necessary to obtain an approved final environmental impact statement at an estimated total cost of $90,000 with an obligation of $77,200 in federal funds.

CL:ljt

Att.

cc: Max Klotz, Metro
Gary Zehner

1-12-78
AD-359
#7,050

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-81)

January 4, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S.

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
CARD 2		Co. Rd., S.W. Nyberg Road	ADT	12,500	21,000	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
CARD 3	Preliminary Engineering								M-	9282

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME (14)
CARD 4	Urban System	Washington

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
Portland	U	9282	Co. Rd.	--

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1									ESTIMATED PROJECT COST BY PHASES			
5					PE		"SW 89th Ave. - I-5 Freeway (Tualatin) Section"	1.0	99,000	84,900	7,050	7,050 (Co.)
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	1.0	99,000	84,900	7,050	7,050 (Co.)

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 19[illegible]

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

January 4, 1978

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
., S.W. Nyberg Road	ADT	12,500	21,000	98	10	Oregon	41	W36	80112
(1) (65)	(66)	(68)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

(35 typewriter)	NATL. FOREST	FH ROUTE NO.	SURV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
eering								M-	9282	(2)		
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 28	7	13	(24) (26)	27

ban System

rtland

COUNTY NAME: Washington — CODE: 067 (14) (16)

ROUTE NO. U — FEDERAL-AID: 9282 (32) — STATE: Co. Rd. (36) (37) — U.S.: -- (41)

PROGRAM STAGE: [ ] 1 OR [ ] 2

E	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		"SW 89th Ave. - I-5 Freeway (Tualatin) Section"	1.0	99,000	84,900	7,050	7,050 (Co.)	ROW - 60' min.; Access Control-Part.; Parking Restrictions-complete.
ST								
CL		PROJECT TOTALS	1.0	99,000	84,900	7,050	7,050 (Co.)	

DATES (16) (23) (24) (33) REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

S.W. 89TH AVENUE - I-5 FREEWAY (TUALATIN) SECTION

PROJECT NO. M-9282(2)

Existing Facilities: 20' oil surface roadway with 3' to 4' gravel shoulders.

Adjacent Sections: W. End - 20' oil surface with 4' gravel shoulders.

E. End - Nyberg Rd. Interchange 60' AC surface.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces and archeological salvage for the future construction on revised alignment to provide for four travel lanes with a continuous left-turn lane.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads:

Name of Railroad----------Oregon Electric
No. of Tracks----------One Mainline
No. of Trains----------5 (4 thru & 1 switch)
No. of Hi-Speed Trains----------None
Present Protection----------No existing crossing
Proposed Protection----------To be determined
Railroad Benefits----------None

FHPM 4-1-4 Requirements:

a. State Clearinghouse A-95 letter of approval dated December 13, 1977.

b. District 2 Clearinghouse A-95 review satisfied by inclusion in CRAG TIP FY 1978 Annual Element.

FHPM 7-7-2 Requirements: Major action project requiring an environmental impact statement concurred in by FHWA on November 7, 1977.

FHPM 7-7-5 Requirements:

a. Public Hearings - Opportunity for a hearing w

b. Location/Design - Approval will be requested action.

Data for PR-37:

Preliminary Engineering field work	-	$88
Archeological Salvage (Y070)	-	2
PS&E Preparation	-	9
TOTAL-		$99

Note: (a) This project is in Congressional Distri

(b) The project is included in the CRAG FY Element as #68.

- I-5 FREEWAY (TUALATIN) SECTION

2(2)

es: 20' oil surface roadway with 3' to 4' gravel

: W. End - 20' oil surface with 4' gravel shoulders.

E. End - Nyberg Rd. Interchange 60' AC surface.

rk under this project consists of preliminary engineering
ing preliminary engineering by utility and railroad forces
salvage for the future construction on revised alignment
ur travel lanes with a continuous left-turn lane.

rports, Water Developments, Historical and Recreational
ved.

oad----------Oregon Electric
s----------One Mainline
s----------5 (4 thru & 1 switch)
eed Trains----------None
ection----------No existing crossing
tection----------To be determined
efits----------None

ements:

earinghouse A-95 letter of approval dated December 13, 1977.

2 Clearinghouse A-95 review satisfied by inclusion in CRAG
978 Annual Element.

ements: Major action project requiring an environmental impact
ed in by FHWA on November 7, 1977.

FHPM 7-7-5 Requirements:

a. Public Hearings - Opportunity for a hearing will be offered.

b. Location/Design - Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering field work	-	$88,000
Archeological Salvage (Y070)	-	2,000
PS&E Preparation	-	9,000
TOTAL	-	$99,000

Note: (a) This project is in Congressional District No. 1.

(b) The project is included in the CRAG FY 1978 TIP Annual Element as #68.

9375

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

BRT0005

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: SW 89th Avenue - I5 Freeway WASH

DATE: December 13, 1977

The state has reviewed your project and reached the following conclusions:

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. Eng. M-1
Dist. Eng. 2
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

[x] No significant conflict with the plans, policies or programs of state government have been identified and ~~your proposal is endorsed as presented~~ XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX.

[x] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 360

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
DEC 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S. COULTER

BEN GIFFORD

11-7-77

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
NOV 15 1977
SALEM

PNRS STATE REVIEW

Project #: 7711 2 360 Due Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

7711 2 360

This project and its related land use implications must be coordinated and consistent with the Washington County and City of Tualatin comprehensive plans and efforts to updated plans. Consideration of the relationship between the state-wide goals #12 (Transportation) and #2 (Land Use Planning) and the project should receive special attention. In addition the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdictions in accordance with the state-wide land use goals.

EH:lo
12/1/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
NOV 15 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 77 3 Due Date: DEC 9 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency LANDS By _____

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: _____ Due Date: DEC 9 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION IS COORDINATING CULTURAL RESOURCE PROTECTION WITH THIS OFFICE ON THIS NYBERG ROAD PROJECT IN WASHINGTON COUNTY.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency _____ By David O Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 350 Due Date: DEC 9 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will have an effect on fish and wildlife habitat. The Oregon Department of Fish and Wildlife requests that Alternative 2 be utilized as this will have the least environmental impact.

We also recommend that a buffer strip of shrubs and trees be planted between the road and the wetlands south of the highway to reduce the impact on wildlife habitat.

Agency FISH & WILDLIFE By William E. Putney
ENVIRONMENTAL MANAGEMENT SECTION 12/2/77

9375

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Tualatin, City of
City Hall
Tualatin, Oregon 97062
Attention of Mrs. Yvonne Addington, City Recorder

Request No. (assigned by staff engineer or head of section) CC 1773

Date December 13, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $5,320.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	$ 1,300.00	
		To be transferred to State Highway funds for the S.W. 89th Ave.-SW Borland Rd. Section (FAU 9282) Agreement No. 5766		$ 4,020.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 5,320.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 234-1955-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved: Gerald W. Wimer
Gerald W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9375

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Pacific Hwy.-S. W. Sagert
Highway: F.A.U. 9274 & 9282
County: Washington & Clackamas
Prefix: 234-1955
Res. Engr. E. Purdy

Date December 5, 1977
Ten Year Traffic Coefficient 7.1
18 kip s.a. per day 34.9
R value 12
Frost Penetration - - - -
CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Stage)	4.0
4.0"	A.C. (Cl. B)	8.0
10.0"	A.B.	10.0
16.0"		22.0"

*EXISTING ROADWAY
(Width 20'±)

2.0"	A.C. (Final Stage)
4.0"	A.C. (Cl. B) with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Project Coordinator

* Overlay thickness determined by deflection measurements.

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☑ OPE ☐
FEB 23 1978
File: PM FA
TAA _____ LG OP

9375

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 14, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
89th Avenue - I-5 Freeway
Nyberg Road
Washington County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 2 project of Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. H. Royer
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford
Metro - R. N. Bothman

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 11-16-77

(#2) 9375

2.

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 7, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S.W. 89th Ave. - I-5 Freeway
Highway: Nyberg Road
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 9, 1977.

BLG: ljt

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Metro
Region 1
District 2a
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. E. Etherington, CRAG

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
NOV 10 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79				
03	12] APPLICANT ADDRESS STREET: 207 Transportation Bldg. [45	46] CITY: Salem [60		76] ZIP: 97310 [80		
04	12] CONTACT PERSON: D. H. Moehring [45	46] AREA CODE [48: 503	49] PHONE [55: 378	56] EXTENSION [59: 6563		
01	12] PROJECT TITLE: S.W. 89th Ave. - I-5 Freeway [71					
11	12] PROJECT LOCATION—CITY: Nyberg Road City of Tualatin	PROJECT LOCATION—COUNTY: Washington	PROJECT LOCATION SEC: T: R: [79			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	12] The existing 2-lane highway would be widened to four lanes with a controlled left- [71					
07	12] turn lane. The city proposes a new alignment which would be located approximately [71					
08	12] 500 feet south of Nyberg Road and would carry most east-west through traffic south [71					
09	12] of the CBD. Another alternative is to widen and extend the existing Nyberg Road [71					
10	12] to the Tualatin-Sherwood Road. [71					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	973,520	--	79,240	79,240	--	1,132,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways [71	
15	12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
XX 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No
XX 29	☐ 30	XX 31	☐ 32	XX 33	☐ 34	XX 35	☐ 36

Date: November 7, 1977

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42: December	43] DAY [44: 9	45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/7/77

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 project of Major - Significant environmental impact under Oregon's Action Plan.

GREGORY
2 PROJECT
MAJOR — SIG.
M-9282 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 17, 1977

Section 89th Avenue-I-5 Freeway — Unit (if appl) _____

County Washington — City Tualatin

Highway Nyberg Rd. — State Hwy. No. FAU 9282

Termini: M.P.(if appl) _____ — Length 0.7 mi.

Region 1 — Construction Estimate $1,132,000 Program Amount

B. Purpose of Project: To increase the capacity and safety of Nyberg Rd. through the City of Tualatin and to improve the traffic circulation patterns on the highway--possibly by separating local and through traffic, realigning portions of the highway and controlling accesses.

C. Origin & History of Project: The City of Tualatin has developed an urban renewal plan which proposes significant changes in the city's traffic circulation patterns. As part of these circulation changes, it is proposed in the plan that Nyberg Rd. be realigned to help improve the downtown qualities of the city. The city has been promoting industrial development just west of the CBD, along the Tualatin-Sherwood Rd. This has caused undesirable increases in through traffic.

D. General Description of Project: The existing 2-lane highway would be widened to 4 lanes with a controlled left turn lane. The city proposes a new alignment which would be located approximately 500 feet south of Nyberg Rd. and would carry most east-west through traffic south of the CBD. Another alternative is to widen and extend the existing Nyberg Rd. to the Tualatin-Sherwood Rd.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. controlled lt. trn. ; Shldrs. no ; Parking no

Proposed: No. Lanes 4 ; Med controlled lt trn; Shldrs. curbs; Parking no

Traffic: Existing Facility: Existing ADT 12,500 ; Projected ADT 28,000 ; Yr. 2000

Existing Level of Service _____

Proposed Facility: Projected ADT 29,000 thru; 5,000 lc; Yr. 2000

Projected Level of Service _____

734-3953 (10-76)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 12 (11 owners
Yes, No

Acres 5 ; Type of Relocation Req. Rental bank bldg.; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during P.E.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any: Most of the proposed project, between Boones Ferry Rd. and the easterly terminus at Nyberg Rd. is located within the 20-year flood zone of the Tualatin, as is most of the city's central business district. Construction of the proposed highway improvement is likely to affect the retention volume of the flood zone and would fill a portion of a wetland margin.

Local City, County or COG priorities of project:

This project is first priority for the City of Tualatin, since it has a central role in the urban renewal plan.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1. New alignment south of Nyberg Rd (see "D" above), with separation of local and through traffic.
2. Widening of Nyberg Rd. and extension to Sherwood-Tualatin Rd., with no separation of local and through east-west traffic.
3. No-build.

Other Descriptive Information or Comments: The proposed realignment is part of the City of Tualatin's Urban Renewal Plan. While the Plan fails to document the environmental impacts, either of the highway realignment or of the Plan in general, it does show that the proposed realignment would complement the city's efforts to maintain a cohesive downtown area, as it promotes development in the surrounding area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The City of Tualatin is located near the Tualatin River, which meanders through the relatively flat Tualatin Valley floor. Much of the city's CBD is located within the 20-year flood plain. Nyberg Creek is located just south of the project area, serves as an overflow channel during flooding from the Tualatin River, and flows through an area which ranges from a Class 1 to a Class 3 wetland (Seasonally flooded basin with large areas of fresh meadows and shallow marsh). The area provides excellent feeding and nesting habitat for water associated birds and some waterfowl.

Soils in the area range from clay silts to peat. A small grove of large oak trees is located on the south side of Nyberg Rd. at 80th Ave.

2. Cultural: Tualatin is a rapidly developing small city which is increasing its industrial and commercial tax base as it also attempts to preserve the vitality of its downtown area. The guidance for this process is the city's Urban Renewal Plan which proposes a high rate of commercial and industrial land use to residential use. Part of the strategy to preserve and improve the historic, design, esthetic and commercial values of the downtown area, is the separation of through traffic from local circulation.

The old City Hall is located on the east side of Scholls Ferry Rd. north of the proposed project. The Urban Renewal Plan proposes that the building should be relocated and preserved.

A rather deteriorated residence of approximately 50 years age is located in the oak grove near the extension of 80th Ave. south of Nyberg Rd.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Approximately 5 acres of new R/W would be required for the relocation of the through route. Approximately 1.7 acres are open field (undeveloped industrial), 2.1 acres are developed industrial frontage on the edge of a wetland, 0.4 acre is in an oak grove and 0.8 acre is commercial property rented for use as a bank.

2. Estimated Impact on Traffic Patterns: Much of the through east-west traffic would be removed from Nyberg Rd. between the I-5 interchange and Sherwood-Tualatin Rd. This would reduce the exposure of the Tualatin CBD to through traffic. Improved east-west access between freeway and industrial area west of Tualatin.

Consequences--Air Quality, Noise, Safety, etc.: Less noise and improved air quality in the CBD. Less congestion at existing intersections and greater safety for motorists and pedestrians. Increased noise levels and reduced air quality along the new highway location.

3. Estimated Impact on Land Use: Increased downtown area cohesion, increased rate of development west of the city, increased commercial development along route.

4. Expected Impact on Natural Ecological Resources: Some filling on the margin of the Nyberg Creek wetland; possible encroachment on the main wetland area by commercial development. Filling within the 100-year flood zone of the Tualatin River.

Consequences: Slight reduction of marginal wetland habitat (Class 1 area only). Possible secondary development impacts on Class 2 and 3 areas of the wetland. Reduction in floodway capacity (Washington County requires volumetric compensation for any floodplain encroachments.)

5. Expected Impact on Cultural and Scenic Resources: General improvement in downtown esthetic and neighborhood commercial values. Some adverse impacts on traffic - dependent businesses presently located on Nyberg Rd. Acceleration of development in areas of improved access. A cultural resource survey will be required.

6. Preliminary Identification of Areas of Critical Concern:

a. Nyberg Creek wetland area.
b. Floodplain encroachment
c. Change in traffic on commercial frontage
d. Impacts of secondary development.

7. Potential for Controversial Issues:
Effects on highway-oriented businesses along existing Nyberg Rd. may be an issue.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Reduced congestion of the expected traffic will improve air quality over pollutant levels which would probably occur, were the project not built. An indirect source permit will be required by DEQ.

b. Noise Standards There is only one residence in the project area. It is located in the oak grove south of the intersection of Nyberg Rd. and 80th Ave. The Urban Renewal Plan proposes that the oak grove be used as a park or that retail commercial uses be established. A noise study report is required.

c. Water Quality Standards
Standard procedures should protect water quality in Nyberg Creek during construction. There will be some increase in runoff due to increased roadway, parking and building surfaces.

d. Area Land Use and Transportation Plans, and Zoning The proposal is part of the city's Urban Renewal Plan.

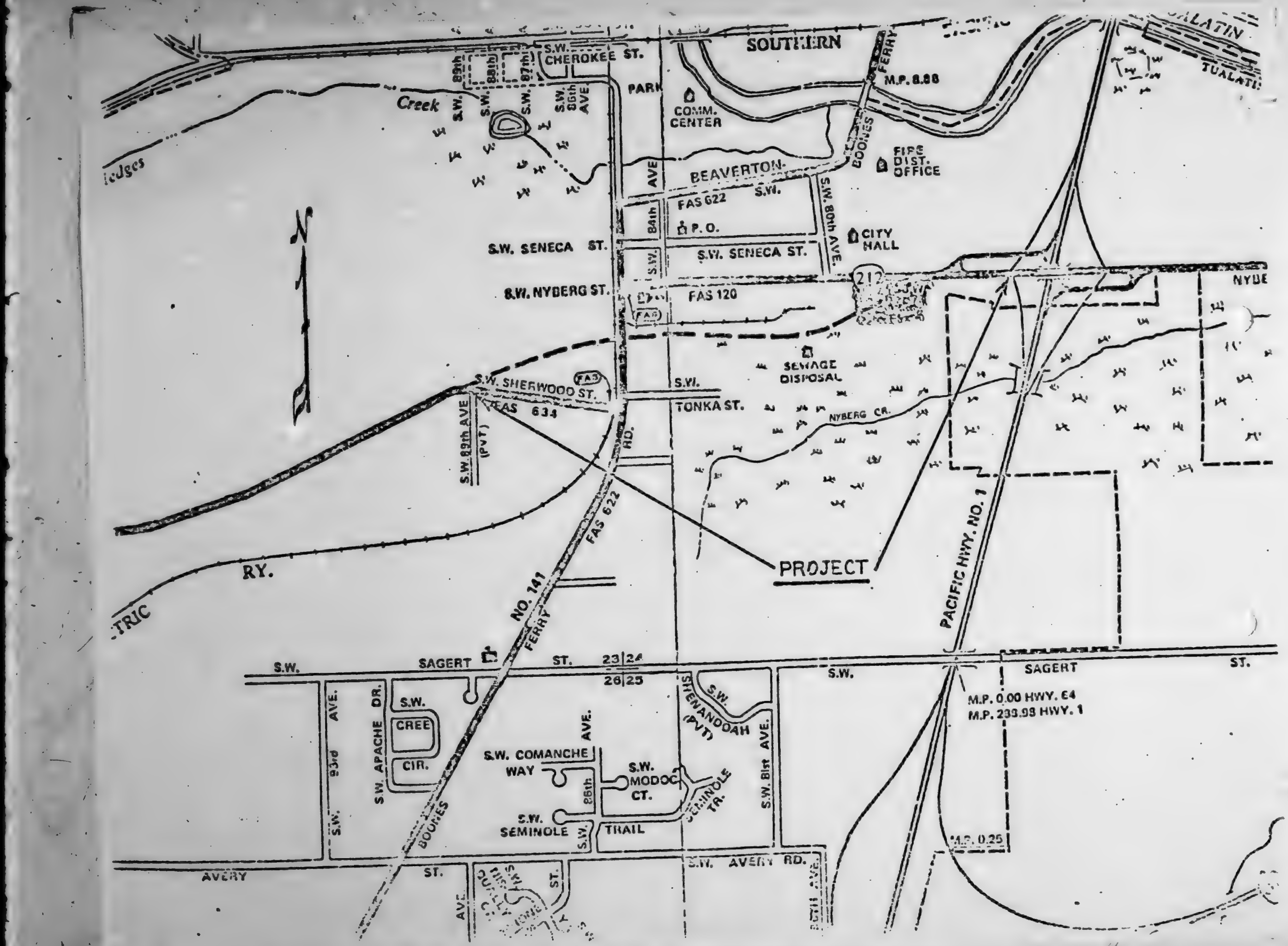
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
_x_ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project considers major realignment of a major arterial and would require significant R/W. Would have potential for significa: direct impact on the 100-year flood zone and could have significant secondary impact on development and wetlands.

D. Recommended Project Category: ____ 1 _x_ 2 ____ 3 ____ 4


SOUTHERN
PACIFIC
TUALATIN
S.W. CHEROKEE ST.
PARK
COMM. CENTER
M.P. 8.88
FERRY
BOONES
FIRE DIST. OFFICE
Creek
S.W. 89th
S.W. 88th
S.W. 87th
S.W. 86th AVE
BEAVERTON
AVE
S.W.
FAS 622
P.O.
S.W. 84th
S.W. 80th AVE.
CITY HALL
S.W. SENECA ST.
S.W. NYBERG ST.
FAS 120
212
NYBE
SEWAGE DISPOSAL
S.W. SHERWOOD ST.
FAS 634
TONKA ST.
NYBERG CR.
S.W. 82nd AVE (PVT)
RD.
FAS 622
PROJECT
PACIFIC HWY. NO. 1
RY.
TRIC
NO. 141 FERRY
S.W. SAGERT ST.
23|24
26|25
SAGERT ST.
M.P. 0.00 HWY. 64
M.P. 239.93 HWY. 1
S.W. APACHE DR.
S.W. 83rd AVE.
S.W. CREE CIR.
S.W. COMANCHE WAY
S.W. 86th AVE.
S.W. MODOC CT.
S.W. SEMINOLE TRAIL
SEMINOLE TR.
SHENANDOAH (PVT)
S.W. 81st AVE.
M.P. 0.25
AVERY ST.
S.W. AVERY RD.
80TH AVE.

9375

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 7, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. M-9282(-)
89th Avenue I-5 Freeway
Nyberg Road
Washington County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Wimer's October 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
G. L. Green
for

cc:
ODOT (Potter, Laux)
OSHD (Reg 1, Markham)

RECEIVED
TECHNICAL SERVICES
NOV 9 '77
REFER TO
Simon
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9815

Department of Transportation
METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

October 24, 1977

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 25 '77
REFER TO
FOR

MR. WINSLOW C. BROOKS
Community Development Director
Tualatin, OR 97062

SUBJECT: Sagert Road - I-5 Freeway (Unit 1)
I-5 Freeway - SW 89th Avenue (Unit 2)
Nyberg Road/SW 65th Avenue Improvement
City of Tualatin

In response to your request for a proposed time schedule for the subject projects, I have developed a preliminary time frame projection. Funds are now available to develop Unit 1; the initial work has begun. Funds for Unit 2 are anticipated in February of 1978 and work will then be coordinated with the schedule for Unit 1. The coordination of the two units will not delay the progress of Unit 2.

UNIT 1

Citizen Participation/Field Survey

Citizen participation for this unit will be minimal. Preliminary engineering will involve updating a mylar copy of the aerial contour map and developing a design alternative with the assistance of a Technical Advisory Committee (TAC). This activity will take about three months, to February 1978, to complete. This date coincides with the anticipated funding approval of Unit 2.

Draft Negative Declaration of Environmental Impacts/Offer Public Hearing

The draft Negative Declaration will be prepared to assess the environmental effects of the project on the study area. The environmental study will require an additional three months. Another month is required for review of the draft Negative Declaration prior to the optional public hearing held by the City. The hearing is optional for a category 3 project and at the discretion of the City. However, a hearing must be offered.

Final Negative Declaration of Environmental Impacts/Project Approvals

Following the hearing, or offering of a hearing, the preparation of the final Negative Declaration normally takes two months and approval by the Federal Highway Administration (FHWA) an additional two months. This should be completed by October 1978.

Right-of Way Acquisition/Project Construction

Right-of-Way acquisition along with bridge and final design, will take 12 months. Construction could begin in October 1979. Allowing one construction season, a tough target date for completion is late fall of 1980.

UNIT 2

Environmental Assessment/FHWA Approval

The environmental assessment was submitted to Salem for processing the assessment and funding approval by the FHWA is anticipated to take four months, or by February 1978. FHWA approval will enable preliminary engineering to proceed.

Citizen Participation/Field Survey Consultant Agreement

Preliminary engineering and formation of a Citizens Advisory Committee for activities leading to selection of corridor and design alternatives, would utilize groundwork layed in developing Unit 1. Hiring a consultant engineer to prepare the Category 2 Draft Environmental Impact Statement (DEIS) would be done concurrently, projecting five months for these activities to July 1978.

Draft Environmental Impact Statement/Public Hearing

Preparation of the DEIS by a consultant, allowing seven months for this activity which includes printing, is anticipated for February 1979. One month is required for review of the DEIS and preparation for the public hearing will take about two months with the hearing in late March.

Final Environmental Impact Statement/Project Approvals

Following the hearing, public comments and suggestions will be addressed as will the decisions of Tualatin and Washington County, for inclusion in the Final Environmental Impact Statement. Allowing six months for preparation of the FEIS, and FHWA approval sets the date at October 1979 for this activity.

Right-of-Way/Final Design/Project Construction

Right-of-Way acquisition by the State concurrently with final design activities will require 12 months or to October 1980. Allowing one construction season, the project should be completed by late fall of 1981.

Please feel free to contact me if I can be of assistance in clarifying the project schedule or other aspects of the project. I am looking forward to working with you on your City's FAU projects.

Raleigh Carothers
Project Coordinator

cc: F.B. Klaboe
E.S. Hunter
E.L. Hardt
Gary Potter
Donald Adams
J.D. McClure
Max J. Klotz

Con 21-10
Tualatin

STATE OF OREGON

INTEROFFICE MEMO

TO: R. N. BOTHMAN
METRO Manager

DATE: September 13, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Nyberg Road/S.W. 65th Avenue Improvement Projects
Sagert Road/I-5 Freeway (Unit 1)
I-5 Freeway/S.W. 89th Avenue (Unit 2)

NOTED
E. S. HUNTER

RECEIVED
DOT OPERATIONS
SEP 20 '77
REFER TO
FOR
Info ✓ | Invest | R/D | D/R | Sign | Act | File

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TECHNICAL SERVICES
SEP 21 '77
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Info | Invest | R/D | D/R | Sign | Act | File

We held a meeting with representatives of the City of Tualatin, September 8th, to discuss the current status of the subject projects and anticipated time schedules. Unit 2 improvements (which have not been submitted for programming) is of prime concern and the City's No. 1 priority improvement. In attendance were Jim Brock, Mayor; Yvonne Addington, City Administrator; Wink Brooks, Community Development Director; Don Adams, Mike Fisher and I.

The history of the project was discussed stemming back to when it was a state secondary highway to the present time. The following is a brief summary of actions which have occurred on the improvement projects:

January 20, 1976 - Project Request initiated by Washington County to perform PE for the entire improvement project at $60,000 ($30,000 per unit). City to pick up local match.

June 14, 1976 - Project Assessment sent to State by County for processing.

June 18, 1976 - Project Request sent to Salem by Rose. Assessment being held by Markham due to inadequate information. Project approved by OTC July 27, 1976.

July 22, 1976 - Second Project Request initiated by Washington County for the bridge replacement only on S.W. 65th Avenue, estimated at $136,000. Washington and Clackamas County jointly to pick up local match. Washington County Board approval of project July 27, 1976.

August 12, 1976 - Request for bridge replacement sent to Salem by Rose for processing, recommending one EIS for both projects. Bridge project approved by OTC September 28, 1976.

September 17, 1976 - Meeting held with City to discuss environmental problems and to clarify the City/State agreement. Agreement executed by City and State October 8, 1976 for the entire roadway improvement project.

November 16, 1976 - City/State agreement approved by Washington County for the bridge improvement project, approved by State December 6, 1976.

January-June, 1977 - Various meetings held with our staff, City and County representatives to resolve coordination of the improvement projects and splitting the original project into two separate units, each requiring different EIS statements (Unit 1-Category 3 and Unit 2-Category 2).

May 9, 1977 - I wrote a letter to Washington County in an effort to resolve the funding and environmental issues recommending a modified concept based on our latest reconnaissance dollars. This concept was agreed upon by the City of Tualatin and Clackamas and Washington counties.

May 31, 1977 - I submitted programming package with the approved assessment for programming PE on Unit 1 for $53,000 based on the modified concept.

August 9, 1977 - The A-95 circulated on Unit 1 for roadway improvements and the bridge replacement estimated at $1,023,000, for the total improvements on Unit 1.

Available FAU funding shown in the current CRAG-TIP was discussed; Unit 1--FY77 - $76,000, FY79 - $400,000, FY80 - $400,000; Unit 2--FY78 - $99,000 for preliminary engineering for a total of $975,000 for both units. It was pointed out the $800,000 shown in FY78 and 80 could be shifted as desired by the City and County for highway improvements identified after completion of the preliminary engineering phase for both units of work.

The Project Request form prepared by our staff for Unit 2 was reviewed and signed by Mayor Jim Brock and Yvonne Addington. We then presented a tentative time table for Unit 2 from the programming stages through preliminary engineering and right-of-way. The following is a projected time table:

1. Preparation of environmental assessment October 1 by Craig Markham.

2. Program package to Salem for processing; anticipate four months with FHWA funding approval by February 1, 1978.

3. New agreement if necessary with the City to be done concurrently with the programming phase.

4. Preliminary engineering and citizen advisory committee activities for selection of corridor and design alternatives along with concurrently hiring a consultant engineer to prepare the Category 2 EIS. Projecting three to four months for this activity.

5. Preparation of draft EIS by consultant, allowing five months for this activity which includes printing. Anticipated by October, 1978.

6. Approvals of DEIS by local agencies and advertising for hearing, allowing two months for this effort.

7. Hearing in January, 1979.

8. Preparation of hearing study report for incorporation into final EIS. Allowing six months for FHWA approval or by August, 1979.

9. Begin right-of-way acquisition by State concurrently with final design activities. Anticipate eight to nine months or by May, 1980.

10. Right-of-way clearance and PS&E for project, two months.

11. Start construction summer of 1980.

In order to expedite Unit 2, desired by the City, we need to take the following steps: (1) prepare assessment by October 1; (2) assemble programming package; (3) insure the A-95 circulation is circulated as soon as possible; (4) review the existing agreements to determine if still valid with the City and County.

I would also recommend as we proceed with Unit 1 preliminary engineering (anticipated funding approval by mid-November) that we consider doing sketch planning and design work for Unit 2. This is based on the short time frame available for Unit 2 coupled with the same CAC and TAC functioning on both units. Hopefully, funding approval for the second unit should be forthcoming in January of 1979. Both projects should proceed as rapidly as possible due to the uncertainties as to which improvement projects will have the highest priority with the City and the County.

JDM/ldo

cc: F. B. Klaboe
D. R. Adams
E. L. Hardt
D. H. Moehring
M. J. Klotz - w/copy of project request
R. T. Ewen
C. P. Markham

9375 (BRT-0305 (77-131

2

F[illegible] (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

On Southwest 89th Avenue-Pacific Highway (I-5) Date September 26, 19 77

Highway Nyberg Road FAUS Authorization No. 1

County Washington (City of Tualatin) Survey Prefix 234-1959 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the survey is located at the intersection of Southwest 89th Avenue and Sherwood Road. The easterly end of the survey is located at the existing structure over I-5 at Nyberg Road Interchange. The overall length of the survey is 1.0 mile.

Proposed:

Realign Nyberg Road, provide 4 lanes with left-turn lanes; access to be controlled.

Purpose of survey:

Perform field survey; prepare plans, specifications, and estimate.

YOU A

M-9282(2)
1-10-78

Category II project
CRAG TIP
FAUS

		Estimate of Cost
Field Survey	(901)	40,000
Citizen Participation	(902)	2,000
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	2,500
Bridge Design	(906)	-
Preliminary Design	(907)	500
R/W Descriptions	(909)	2,000
Soils & Geology	(910)	2,000
Traffic	(911)	500
Landscape	(912)	-
Liaison	(913)	500
Utility	(914)	500
Photogrammetry	(916)	4,000
Location Studies	(918)	500
Engr. Graphics	(919)	500
Office Engineer	(920)	-
Specifications	(921)	1,000
Environmental	(923)	40,000
Planning	(924)	200
Foundation Exploration	(926)	-
Seminars	(950)	300
Hearings	(980)	2,000
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$99,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

R. T. Ewen, Metro Location Engineer

ATE ommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

Technical Services Engr.

BEN GIFFORD

9375

FAUS
9282

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 22, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal-Aid Engineer

SUBJECT: Project Data Submission
Item No's. 71414 & 71415
Project No. M-0000(4)
Pacific Highway-S.W. Sagert Road Section
Washington County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain an approved final Negative Declaration at an estimated total cost of $36,000 with federal funds of $30,880.

DRH:pln
Attached

cc: R. N. Bothman, (Metro)
Ed Hardt (Region 1)
G. E. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 22, 1977

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	(18) (20)	SR 212, Jct. I-5 SE to Sagert Rd. 21 69	ADT	3,600	10,000 (66)	97 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
CARD 3	Preliminary Engineering 28 62	(63) (65)	(66) (68)	(69) (70)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	0000 27

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Urban System	Washington
	NAME OF URBAN AREA: Portland (17-31)	ROUTE NO. 0

FEDERAL-AID	STATE	U.S.
9282, 9556, 9274 (32)	Co. Rd. (36) (37)	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1 (1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		"Pacific Highway - SW Sagert Road Section"	0.8	53,000	45,470	3,765	3,765(Co.)
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	0.8	53,000	45,470	3,765	3,765(Co.)

CARD	CODE	PREPARED BY
1	1	

CARD	CODE	PROGRAM APPROVAL DATES	REMARKS
1	14	10/4/76 10/27/76	(18) (23) (24) (33)

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 22, 1977

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Jct. I-5 SE to Sagert Rd.	ADT	3,600	10,000	97	10	Oregon	41	W36	71414 71415

3 typewriter	NATL. FOREST	FH ROUTE NO.	SUFY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
								M-	0000	(4)		

	COUNTY NAME	CODE	PROGRAM STAGE
rban System	Washington	067	1 OR 2
ortland	ROUTE NO. 0 — FEDERAL-AID 9282, 9556, 9274 — STATE Co. Rd — U.S. --		

	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.8	53,000	45,470	3,765	3,765(Co.)	Preliminary engineering all phases including PE by utility forces.
T		"Pacific Highway - SW Sagert Road Section"						ROW-50'min.; Access Control-None; Parking restrictions-complete.
		PROJECT TOTALS	0.8	53,000	45,470	3,765	3,765(Co.)	

DATES

10/4/76
10/27/76

REMARKS

Pacific Highway-S.W. Sagert Road Section
Project No. M-000(4)

Existing Facility: Roadway - Bituminous surfaced 2-lanes with gravel shoulders.
Structure - Washington County Bridge No. 1211, 3-15 ft. wood spans, 20-ft wide and 15 ton load limit.

Adjacent Sections: Roadway - Same as existing facility.

Project Data: The work under this project consists of all phases of preliminary engineering including preliminary engineering by utility forces as required for the future construction of a 4-lane (Nyberg Road) and 2-lane (S.W. 65th Ave.) sections with continuous left turn lane for both portions, sidewalks and one concrete bridge with sidewalk.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major non-significant project requiring a Negative Declaration concurred in by FHWA on July 20, 1977.

FHPM 4-1-4 Requirements:

(a) State Clearinghouse - A-95 review approval dated Sept. 20, 1977.
(b) District 2 Clearinghouse - Satisfied by inclusion in CRAG FY 77 TIP Annual Element.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statutes and Regulations.

DATA for PF-37:

Preliminary Engineering:	Field Work	$36,000
	PS&E Preparation	17,000
	Total	$53,000

Note: (1) This project is in Congressional District No. 1.

(2) This project is included in CRAG FY 77 TIP Annual Element referred to as "S.W. 65th/Nyberg Road" page 49.

9375

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 20, 1977

Section 89th Avenue-I-5 Freeway
Unit (if appl) _____
County Washington
City Tualatin
Highway Nyberg Rd.
State Hwy. No. FAU 9282
Termini: M.P.(if appl) _____
Length 0.7 mi.
Region 1
Construction Estimate $1,132,000
Program Amount

B. Purpose of Project: To increase the capacity and safety of Nyberg Rd. through the City of Tualatin and to improve the traffic circulation patterns on the highway--possibly by separating local and through traffic, realigning portions of the highway and controlling accesses.

C. Origin & History of Project: The City of Tualatin has developed an urban renewal plan which proposes significant changes in the city's traffic circulation patterns. As part of these circulation changes, it is proposed in the plan that Nyberg Rd. be realigned to help improve the downtown qualities of the city. The city has been promoting industrial development just west of the CBD, along the Tualatin-Sherwood Rd. This has caused undesirable increases in through traffic.

D. General Description of Project: The existing 2-lane highway would be widened to 4 lanes with a controlled left turn lane. The city proposes a new alignment which would be located approximately 500 feet south of Nyberg Rd. and would carry most east-west through traffic south of the CBD. Another alternative is to widen and extend the existing Nyberg Rd. to the Tualatin-Sherwood Rd.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. controlled lt. trn. Shldrs. no ; Parking no
Proposed: No. Lanes 4 ; Med controlled lt trn; Shldrs. curbs; Parking no

Traffic: Existing Facility: Existing ADT 12,500 ; Projected ADT 28,000 ; Yr. 2000
Existing Level of Service _____

Proposed Facility: Projected ADT 29,000 thru; 5,000 lt; Yr. 2000
Projected Level of Service _____

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 12 (11 owners)

Acres 5; Type of Relocation Req. Rental bank bldg.; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during P.E.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any: Most of the proposed project, between Boones Ferry Rd. and the easterly terminus at Nyberg Rd. is located within the 20-year flood zone of the Tualatin, as is most of the city's central business district. Construction of the proposed highway improvement is likely to affect the retention volume of the flood zone and would fill a portion of a wetland margin.

Local City, County or COG priorities of project:

This project is first priority for the City of Tualatin, since it has a central role in the urban renewal plan.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

1. New alignment south of Nyberg Rd (see "D" above), with separation of local and through traffic.
2. Widening of Nyberg Rd. and extension to Sherwood-Tualatin Rd., with no separation of local and through east-west traffic.
3. No-build.

Other Descriptive Information or Comments: The proposed realignment is part of the City of Tualatin's Urban Renewal Plan. While the Plan fails to document the environmental impacts, either of the highway realignment or of the Plan in general, it does show that the proposed realignment would complement the city's efforts to maintain a cohesive downtown area, as it promotes development in the surrounding area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The City of Tualatin is located near the Tualatin River, which meanders through the relatively flat Tualatin Valley floor. Much of the city's CBD is located within the 20-year flood plain. Nyberg Creek is located just south of the project area, serves as an overflow channel during flooding from the Tualatin River, and flows through an area which ranges from a Class 1 to a Class 3 wetland (Seasonally flooded basin with large areas of fresh meadows and shallow marsh). The area provides excellent feeding and nesting habitat for water associated birds and some waterfowl.

Soils in the area range from clay silts to peat. A small grove of large oak trees is located on the south side of Nyberg Rd. at 80th Ave.

2. Cultural: Tualatin is a rapidly developing small city which is increasing its industrial and commercial tax base as it also attempts to preserve the vitality of its downtown area. The guidance for this process is the city's Urban Renewal Plan which proposes a high rate of commercial and industrial land use to residential use. Part of the strategy to preserve and improve the historic, design, esthetic and commercial values of the downtown area, is the separation of through traffic from local circulation.

The old City Hall is located on the east side of Scholls Ferry Rd. north of the proposed project. The Urban Renewal Plan proposes that the building should be relocated and preserved.

A rather deteriorated residence of approximately 50 years age is located in the oak grove near the extension of 80th Ave. south of Nyberg Rd.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Approximately 5 acres of new R/W would be required for the relocation of the through route. Approximately 1.7 acres are open field (undeveloped industrial), 2.1 acres are developed industrial frontage on the edge of a wetland, 0.4 acre is in an oak grove and 0.8 acre is commercial property rented for use as a bank.

2. Estimated Impact on Traffic Patterns: Much of the through east-west traffic would be removed from Nyberg Rd. between the I-5 interchange and Sherwood-Tualatin Rd. This would reduce the exposure of the Tualatin CBD to through traffic. Improved east-west access between freeway and industrial area west of Tualatin.

Consequences--Air Quality, Noise, Safety, etc.: Less noise and improved air quality in the CBD. Less congestion at existing intersections and greater safety for motorists and pedestrians. Increased noise levels and reduced air quality along the new highway location.

3. Estimated Impact on Land Use: Increased downtown area cohesion, increased rate of development west of the city, increased commercial development along route.

4. Expected Impact on Natural Ecological Resources: Some filling on the margin of the Nyb[illegible] Creek wetland; possible encroachment on the main wetland area by commercial development. Filling within the 100-year flood zone of the Tualatin River.

Consequences: Slight reduction of marginal wetland habitat (Class 1 area only). Possible secondary development impacts on Class 2 and 3 areas of the wetland. Reduction in floodway capacity (Washington County requires volumetric compensation for any floodplain encroachments.)

5. Expected Impact on Cultural and Scenic Resources: General improvement in downtown esthetic and neighborhood commercial values. Some adverse impacts on traffic - dependent businesses presently located on Nyberg Rd. Acceleration of development in areas of improved access.

6. Preliminary Identification of Areas of Critical Concern:

a. Nyberg Creek wetland area.
b. Floodplain encroachment
c. Change in traffic on commercial frontage
d. Impacts of secondary development.

7. Potential for Controversial Issues:
Effects on highway-oriented businesses along existing Nyberg Rd. may be an issue.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Reduced congestion of the expected traffic will improve air quality over pollutant levels which would probably occur, were the project not built. An indirect source permit will be required by DEQ.

b. Noise Standards There is only one residence in the project area. It is located in the oak grove south of the intersection of Nyberg Rd. and 80th Ave. The Urban Renewal Plan proposes that the oak grove be used as a park or that retail commercial uses be established. A noise study report is required.

c. Water Quality Standards
Standard procedures should protect water quality in Nyberg Creek during construction. There will be some increase in runoff due to increased roadway, parking and building surfaces.

d. Area Land Use and Transportation Plans, and Zoning The proposal is part of the city's Urban Renewal Plan.

C. Recommended Type of Action and Documentation:

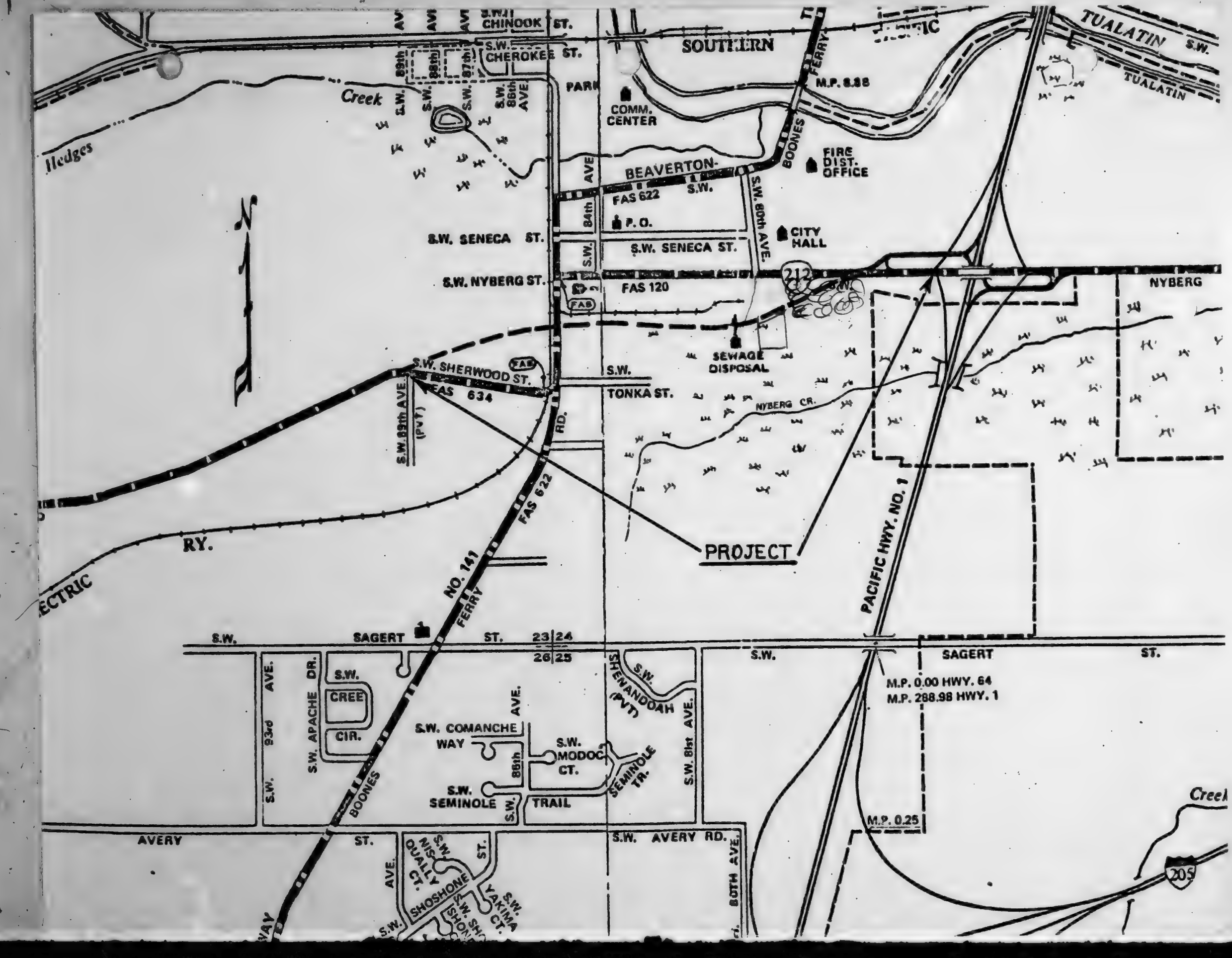
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
_x_ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project considers major realignment of a major arterial and would require significant R/W. Would have potential for significant direct impact on the 100-year flood zone and could have significant secondary impact on development and wetlands.

D. Recommended Project Category: ____ 1 _x_ 2 ____ 3 ____ 4

Form (1)10-75 CM


S.W. CHINOOK ST.
S.W. CHEROKEE ST.
S.W. 89th AVE
S.W. 88th AVE
S.W. 87th AVE
S.W. 86th AVE
Creek
Hedges
PARK
COMM. CENTER
SOUTHERN
FERRY
M.P. 8.88
TUALATIN S.W.
TUALATIN
BOONES
FIRE DIST. OFFICE
BEAVERTON-
S.W.
FAS 622
84th AVE
P. O.
S.W. 80th AVE.
CITY HALL
S.W. SENECA ST.
S.W. NYBERG ST.
FAS 120
212
NYBERG
SEWAGE DISPOSAL
S.W. SHERWOOD ST.
FAS 634
S.W. 89th AVE. (PVT)
TONKA ST.
NYBERG CR.
RD.
PROJECT
PACIFIC HWY. NO. 1
RY.
ECTRIC
NO. 141
FERRY
FAS 622
S.W. SAGERT ST.
23 24
26 25
S.W. APACHE DR.
S.W. 93rd AVE.
CREE CIR.
S.W. COMANCHE WAY
S.W. 88th AVE.
S.W. MODOC CT.
S.W. SEMINOLE TRAIL
SHENANDOAH (PVT)
S.W. 81st AVE.
SEMINOLE TR.
BOONES
M.P. 0.00 HWY. 64
M.P. 288.98 HWY. 1
M.P. 0.25
AVERY ST.
S.W. AVERY RD.
S.W. NISQUALLY CT.
SHOSHONE ST.
S.W. YAKIMA CT.
S.W. 80TH AVE.
Creek
205

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section 89th Avenue - I-5 Freeway Date _____

Highway Nyberg Rd. (City of Tualatin) County Washington

Existing Facility

Access control? None parking restrictions? Yes, no on-street parking
Airport within 2 miles? none name _____
Water development in the area? No
Recreation areas No
Historical areas No

Roadway: no. lanes 2 w/ controlled left turn paved shoulders? none
pavement width 42 ft

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

East end: I-5 Interchange-Structure presently striped for 2 lanes &lt. turn,
East end: 65' curb to curb available.
West end: Two lane county road w/gravel shoulder.

Railroad crossings Yes

Name of railroad Burlington - Northern no. of tracks 2
Number of trains 2/day no. of hi-speed trains none
Present protection Cross bucks, stop sign, flashing beacon and pavement markings
Proposed protection Crossing gates & signals
Railroad benefits Improved crossing protection. Thru traffic on new alignment would have only one crossing as opposed to two with the present traffic pattern.

9375

FEDERAL AID PROJECT REQUEST

Date August 26, 1977

Applicant Agency City of Tualatin / Wash. Co.

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 9282 Route Name Nyberg Rd./Tualatin-Sherwood Rd.

Project Name S.W. 89th Ave. to Pacific Hwy. (I-5 Sec.)
Nyberg Rd. in city of Tualatin (Unit II)

Project Length 0.7 miles Project Location (Attach sketch map)

Project Description Realign Nyberg Rd. from the west end of the I-5 interchange through the city of Tualatin to a connection with the Tualatin-Sherwood Rd. near S.W. 89th Ave. The new alignment would provide 4 travel lanes and a ~~continuous~~ center left-turn lane. Access to be controlled.

Average Daily Traffic ~~12,500~~ 15,000 Design Speed 40
(consultant report pg.19
Two-way Volume)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
(Nyberg Rd.)
Width 42' Travel Lanes 2 w/cont. Left Turn Shoulders None
Medians None Parking None
Sidewalks None
Remarks The new road would utilize a new alignment and the existing roadway would remain as a commercial street.

2. Desired Roadway Cross Section: (Attach sketch)
Width 64/68' Travel Lanes 4 w/cont. Left Turn Shoulders 2' shy distance to curb
Medians Controlled Left Turn Median Parking No
Curbed Yes Length Curb Radii 55' Min.
Sidewalk/Bikeway Yes
Remarks Full access control except for intersection w/80th St. extended, one access to the Hervin Co. Dog Food Plant and at the intersection with ~~Lower~~ Boones Ferry Rd.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way: (Existing Nyberg Rd.)
General Width 50' Minimum --- Maximum ---

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X Some of the land is presently used by the Tualatin Sewage Treatment Plant which is being abandoned. Some addn. by City of Tualatin

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks ____

II. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
None at present

2. Proposed Signalization:

Location At intersections with S.W. 80th St. and with ~~L~~ SW Boones Ferry Rd.

Type To be determined
Phases 5-phase
Type of Suspension To be determined
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? By ~~applicant~~ Wash. Co.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None existing - new alignment

2. Proposed Illumination:

Location To be determined
Type To be determined

Remarks

V. STRUCTURE DATA

1. Existing Structure: N/A

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: N/A

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Burlington Northern
Existing Crossing Protection Cross bucks, stop sign, flashing beacon and pavement markings.

2. Will existing railroad crossing be altered? Yes

Remarks Crossing will be moved about 100 feet north to provide a safer crossing.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — R. N. Bothman (Office)
2. Environmental — 5821 N.E. Glisan Street (Office)
3. Public Hearing — Portland, OR 97213 (Office)

Remarks Additional information may be obtained from Winslow C. Brooks, Community Development Director, City of Tualatin, 18880 S.W. 80th Avenue, P. O. Box 426, Tualatin, Phone 638-6891.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes X No_____

If "yes," describe briefly: Normal maintenance will be performed by the ~~City of Tualatin.~~ Washington County

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 650,000
Right-of-way costs (if participating)	183,000
Traffic control	100,000
Illumination	---
Structures	---
Railroad	100,000
Other_____	---
Preliminary engineering	99,000
PROJECT TOTAL	$ 1,132,000

Remarks P.E. has been programmed with CRAG for fiscal year 1978

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Tualatin and/or _____ COUNTY

By Jewell Stuck, Mayor By_____

By Yvonne L Addington By_____

Attest: Recorder By_____

September 8, 1977

Note: Project costs are rough reconnaissance estimates only.

Begin Project
End Project
S.W. 89TH
S.W. TUALATIN ROAD
S.W. TUALATIN ROAD
STATE HIGHWAY 217
INTERSTATE 5
U.R.A. BOUNDARY
SOUTHERN PACIFIC RAILROAD
CITY PARK
MARSH
SWEEK
TONKA
CITY HALL
FIRE STATION
PUBLIC WORKS
NYBERG HOUSE
TUALATIN RIVER
URBAN RENEWAL AREA BOUNDARIES
MOORE GATE
HEGGEN ST.
80TH
S.W. OREGON ST.
HEDGES CREEK
Proposed Realignment of
Nyberg Rd. / Tualatin-Sherwood Rd.
through City of Tualatin.

9375

L

August 11, 1977

Ms. Yvonne L. Addington
City Administrator
City of Tualatin
Post Office Box 426
Tualatin, Oregon 97062

Dear Yvonne:

986 - H

I understand and can sympathize with your frustration at the apparent lack of progress in the advancement of the Tualatin-Sherwood Road realignment project. It does seem that progress is extremely slow but this, for the most part, is caused by regulations to ensure that the environment and the public interests are not ignored during project planning. Many of our projects face the same delays.

The agreement to which you refer did specify that the City prepare any draft environmental impact statements (EIS) required. However, in the interest of advancing the project, the City's Planner, "Wink" Brooks, expressed a desire for the State to perform the work. We are willing to do this if you wish it.

Under Federal regulations and provisions in Oregon's Action Plan, the project westerly of the freeway is in a category requiring an EIS. Whenever a project establishes a new roadway where none now exists, requires acquisition of new right-of-way (as opposed to expansion of existing right-of-way), or substantially deviates from the present traveled road, it is considered a major action by the regulations and an EIS is required. Attached is a table that I hope will explain how projects are categorized.

The major reason for the early development of the easterly project is the need to replace the old, narrow bridge on S.W. 65th Street which has a 15-ton load limit.

I understand your concern for the safety and congestion of traffic in your city. Mr. R. N. Bothman or his representative will contact you in the near future to discuss the time schedule for development of the project.

Sincerely,

F. B. Klaboe
Chief of Operations

Attachment

bc: E. S. Hunter
D. H. Moehring
Gary Potter
R. N. Bothman
J. H. Versteeg
Frank Terpin

FET:mc srb

Relationships Between the Action Plan And Federal Regulations

Category	Typical Projects Include:	Federal Action	Environmental Significance	Environmental Statement	Project Citizen's Committee	Public Hearing(s)
1*	Choice of Corridors	Major	Significant	EIS: Draft/Final	Yes	Yes
2*	Choice of Designs and Alignment Alternatives	Major	Significant	EIS: Draft/Final	Yes	Yes
3**	Limited to Design Alternatives	Major	Not Significant	Negative Declaration Draft/Final	No	Generally Required ***
	Minor Design Alternatives	Non-Major	Not Significant	None (Assessment only)	No	Generally Not Required ***

* The basic difference between category 1 and 2 is whether a corridor choice is involved. Category 1 includes corridor alternatives, requiring the two-hearing process. Both categories require citizen committee input at the project development level.

** A determination of whether an assessment is sufficient or a negative declaration is required must be made for all category 3 projects. Citizen's committees are not required.

*** Subject to a determination of "significant" right-of-way.

To Fred
OK
EJH

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 9, 1977

FROM: Frank E. Terpin
Location Unit Supervisor FET

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: SW 89th Ave-Pacific Hwy (Tualatin) Section
FAU 9282 (Sherwood/Tualatin Rd), Nyberg Road
Washington County

Relative to an assignment to prepare a draft for Mr. Klaboe's use in replying to a letter from Mrs. Addington, Tualatin City Administrator, I found no City-State agreement dated in 1975. An agreement dated 1976 does provide that the City will prepare any draft EIS required. The agreement covered portions of the Sherwood-Tualatin Road, Nyberg Road and SW 65th Avenue between SW 89th Avenue and Borland Road.

Some difficulties arose over preparing an assessment for the project. The adverse impacts to the portion westerly of the Pacific Highway were much more severe than the portion easterly of the freeway. A review by Gary Potter, Environmental Section Manager, Wally Bryant, FHWA Area Engineer and others determined that the Tualatin Interchange could be considered a terminus, thus making possible two projects, the easterly one needing only a negative declaration but an EIS for a Category 2 project on the westerly portion is required.

The Tualatin City Planner, "Wink" Brooks, and County officials of both Washington and Clackamas Counties have been kept informed of this action and it has had their approval.

Project development on the easterly portion has been expedited somewhat because it contains an old narrow bridge that has a 15-ton load limit. Washington and Clackamas Counties wish the bridge replaced in FY 1978.

I discussed the project development with Brooks and he understands that because of the environmental impacts an EIS is required. He is going to request that, contrary to the existing agreement, State prepare the project assessment. This in order that something be started on the advancement of the project. Once the assessment is approved, the PE can be programmed with the FHWA.

Attached is the draft reply to Mrs. Addington.

RECEIVED
DOT OPERATIONS
AUG 10 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
AUG 9 - '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Attachment
FET:mc
cc R. N. Bothman
D. H. Moehring
Gary A. Potter

CITY OF TUALATIN
IN THE HEART OF THE BEAUTIFUL TUALATIN VALLEY
OREGON
97062

RECEIVED
AUG 4 1977
LOCATION SECTION

RECEIVED
DOT OPERATIONS
AUG 3 '77
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
		V				

8-3-77
Jerpsin R/D 4 8-10
AGN

August 1, 1977

Mr. Fred Klaboe
Chief of Operations
State Highway Department
Salem, Oregon 97310

Dear Fred:

I am writing this letter out of frustration in hope that you might be able to get some necessary answers for the City of Tualatin who has been planning for the realignment of Tualatin-Sherwood Road connecting to the I-5 freeway since 1968.

Our project originally was for realigning the road between I-5 and S. W. 89th Avenue. Since it was a county road, Washington County jumped in and the project got extended on the east side of I-5 freeway to S. W. Sagert Street. We have no problem with this, however, the project on the east side of the freeway has proceeded and the project on the west side of the freeway, which is needed most, has remained at a standstill.

In 1975, the City Council entered into an agreement with the State of Oregon for the preliminary engineering of the project. We were told that there would be two years of engineering with construction to begin in 1977, however, we have been told now, for the last six months, that an environmental impact statement is required on this project. Although it was originally decided that the City of Tualatin would perform the environmental impact statement, as per the agreement, we are now told through the grapevine that the State of Oregon will be doing it and that the project will be delayed until at least the end of 1979.

Nyberg Road has now reached 15,000 cars a day causing terrific congestion, road hazards and criticism from the public. In addition to this, the proposed realignment right-of-way has been held open by land owners, however, tremendous development pressures exist at this time and property owners are being asked to develop the land.

An opinion from our City Attorney tells us that we cannot require property owners to setback on a proposed realignment since our transportation plan identifies the roadway with a single pencil line and is considered too vague. Without definite engineering plans to show the definite realignment, we are unable to require appropriate setbacks.

P. O. BOX 426 18880 S. W. 80TH AVENUE PHONE (503) 638-6891

We have been told by Mr. Craig Markham of the Environmental Section of the State Highway Department, that an environmental impact statement is required on this project. I am enclosing pictures to show you 80% of the existing conditions where the proposed roadway is supposed to be built, the majority of which is on City of Tualatin property.

At the present time, the City of Tualatin sewer treatment plant is being phased out and we are being connected to the Unified Sewerage Agency's Durham treatment plant, therefore, almost all of the realignment as shown in the pictures is under heavy construction. As soon as the sewer plant is phased out, the road construction could begin. The only part of this roadway alignment which would be untouched by some sort of construction would be the east end where it connects with Nyberg Road and the west end where it goes through an open field which is zoned for heavy industry and presently owned by the Burlington Northern Railroad Company and is adjacent to a railroad track and two highways.

The zoning in this area is general commercial and light manufacturing, and it is beyond me to see any reason for delaying the project for an environmental impact statement.

In conclusion, I would appreciate it if you could determine the status of this project at the present time and see if there is any way that we can avoid any further delay by being required to prepare an environmental impact statement. Any help that you can give will be sincerely appreciated.

Very truly yours,

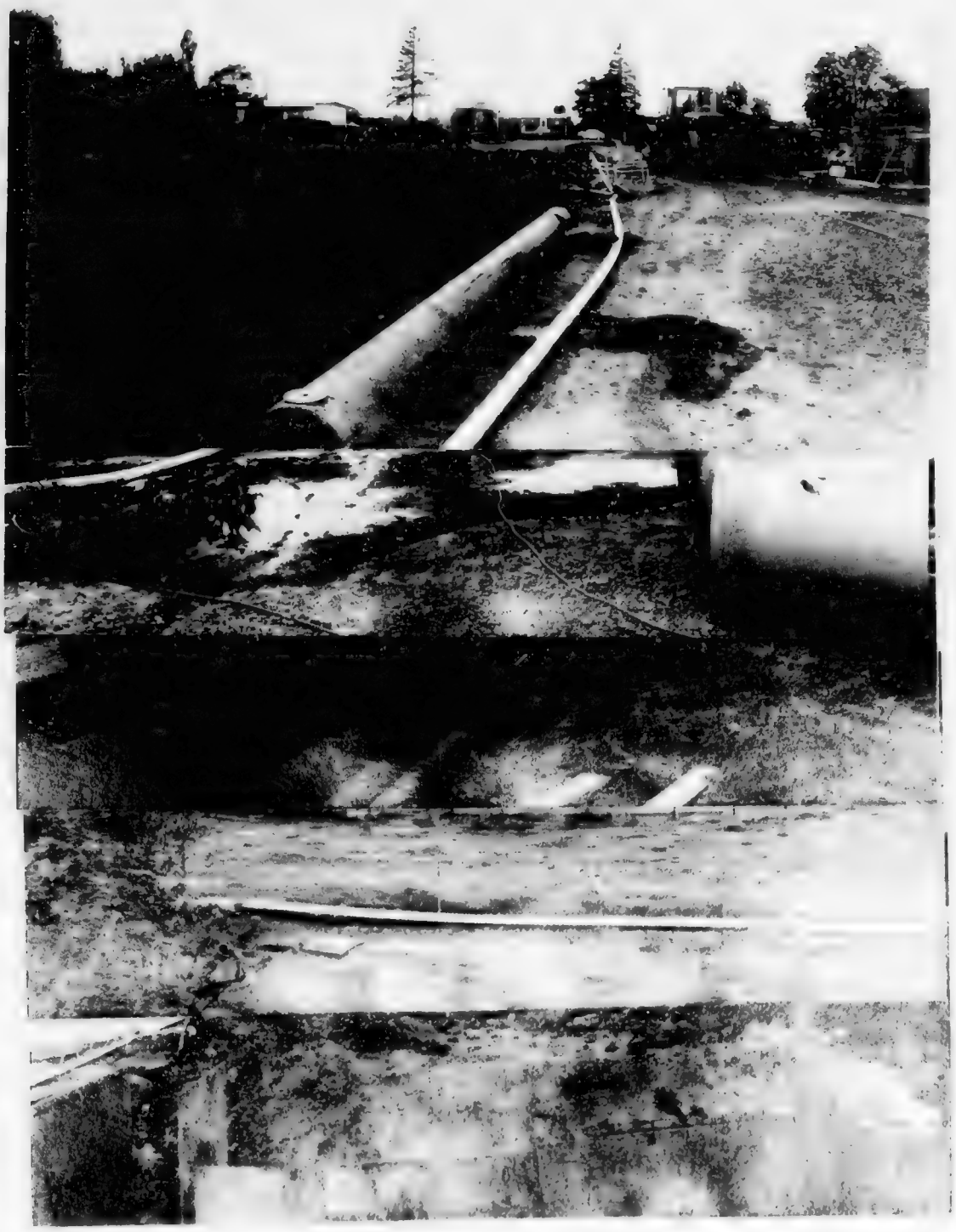
Yvonne L Addington

Yvonne L. Addington
City Administrator

YLA:mm

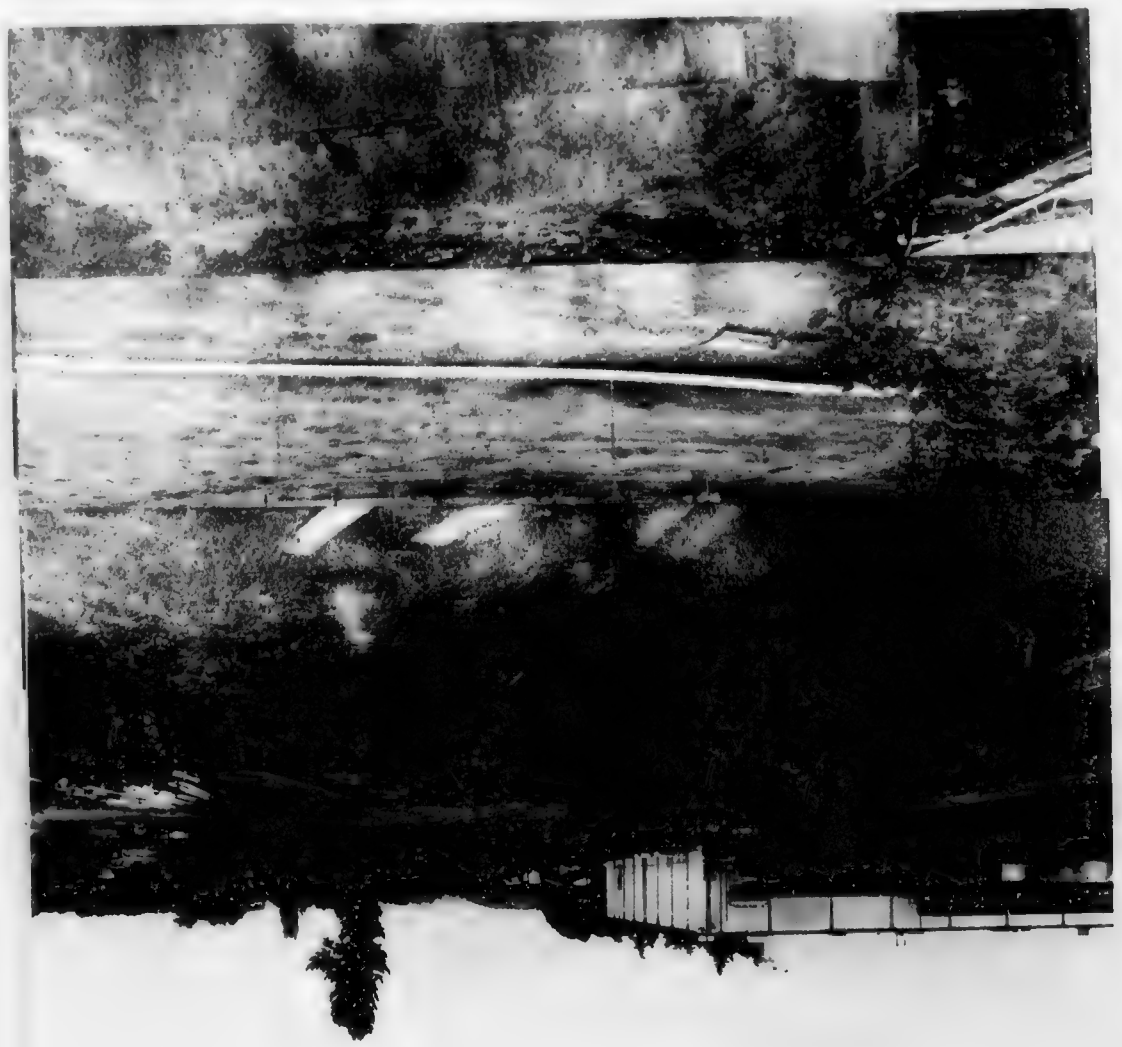
Enclosures: 5 pictures

cc: Mayor Brock
Council Members



Looking west toward Boones Ferry Rd
Tualatin, Oregon July 1977

Proposed r/w re-alignment project
Tual- Sliwd Rd to Nyberg Rd.



Looking west toward
Boones Ferry Rd.
Tualatin Ore. July 1977

Proposed re-alignment K/W
Tual-Sland Rd to Nyberg Rd.
- Project

Looking east toward I-5

July, 1977

Tualatin Ore.

Proposed new re-alignment

Tualatin - Sherwood Rd to Nyberg Rd

Project

Looking East toward I-5
City Sewer plant being
phased out

July, 1977

Tualatin, Oregon

Proposed re-alignment r/w
Tualatin-Sherwood Road to Hyberg Rd.
project

Project

Looking east toward I-5.
behind Hervin Co
July, 1977
Tualatin Ore.

Proposed R/W re-alignment
Tualatin - Sherwood Rd to Nyberg Rd.
project

Tualatin - Sherwood Road to Nyberg Rd.
project

Project

9375

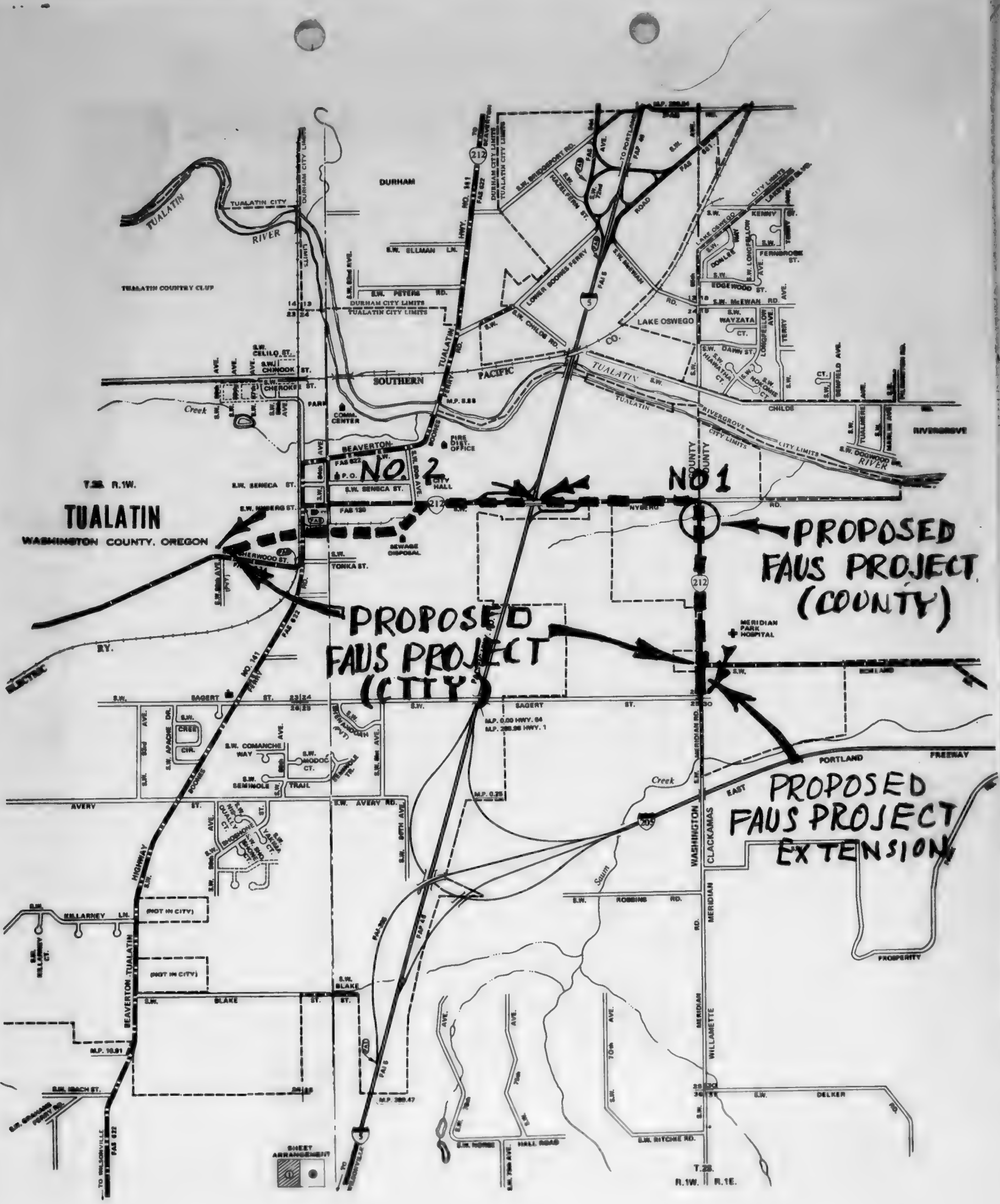
GARY:

Jon Rose called re Tualatin/Wash Co. FAUS Project on FAU 9282 and and FAU 9274 in Tualatin.

1. City would like to extend project from Borland Rd. south to Sagert St. There seems to be a hump in the road south of Borland road that should be rammed to improve sight distance.

2. City would like also to break project up into two smaller projects east and west of I-5. The I-5-East project is much simpler and is without environmental impacts and therefore could be done sooner than the I-5-West Section. The I-5-West Section is more complicated environmentally and would take longer to get off the ground than the East Section.

CAN THIS BE DONE? WILL IT TAKE A NEW AGREEMENT?


TUALATIN
WASHINGTON COUNTY, OREGON
T.2S. R.1W.
DURHAM
TUALATIN CITY
TUALATIN RIVER
TUALATIN COUNTRY CLUB
DURHAM CITY LIMITS
TUALATIN CITY LIMITS
S.W. ELLMAN LN.
S.W. PETERS RD.
S.W. CELILO ST.
S.W. CHINOOK ST.
S.W. CHEROKEE ST.
SOUTHERN PACIFIC
Creek
COMM. CENTER
PARK
BEAVERTON
FIRE DIST. OFFICE
P.O.
CITY HALL
S.W. SENECA ST.
S.W. NYBERG ST.
SEWAGE DISPOSAL
S.W. TONKA ST.
SHERWOOD ST.
R.R.
ELECTRIC
S.W. SAGERT ST.
S.W. COMANCHE WAY
S.W. MODOC CT.
S.W. SEMINOLE TRAIL
AVERY ST.
S.W. AVERY RD.
HIGHWAY
S.W. KILLARNEY LN.
(NOT IN CITY)
BEAVERTON-TUALATIN
S.W. BLAKE ST.
M.P. 10.91
S.W. BEACH ST.
TO WILSONVILLE
FAS 622
SHEET ARRANGEMENT
TO NEWBERG
M.P. 0.00 HWY. 64
M.P. 288.96 HWY. 1
M.P. 0.25
M.P. 389.47
S.W. BOONES FERRY RD.
S.W. CHILDS RD.
LOWER BOONES FERRY
TUALATIN-SHERWOOD RD.
TO PORTLAND
S.W. MACADAM
LAKE OSWEGO
S.W. KENNY CT.
S.W. FERNBROOK ST.
S.W. EDGEWOOD ST.
S.W. McEWAN RD.
S.W. WAYZATA CT.
S.W. DAWN ST.
S.W. HIAWATHA CT.
S.W. NOKOMIS CT.
S.W. TERRY
S.W. LONGFELLOW AVE.
S.W. BERFIELD AVE.
S.W. TUALMERE
CHILDS
RIVERGROVE
CITY LIMITS
RIVER
S.W. DOGWOOD DR.
NO 1
NO 2
PROPOSED FAUS PROJECT (CITY)
PROPOSED FAUS PROJECT (COUNTY)
PROPOSED FAUS PROJECT EXTENSION
MERIDIAN PARK HOSPITAL
PORTLAND FREEWAY
EAST
WASHINGTON
CLACKAMAS
Swan
S.W. ROBBINS RD.
MERIDIAN RD.
PROSPERITY
WILLAMETTE
S.W. DELKER RD.
S.W. RITCHIE RD.
S.W. HALL ROAD
T.2S. R.1W. R.1E.

1-9.375

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Hwy - SW Sagert Road ~~Sagert Road-I-5 Freeway~~

Date April 11, 19 77

Highway S.W. 65th and Nyberg Road

Authorization No. 1

County Washington & Clackamas
City of Tualatin

Survey Prefix 234-1955
(Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning of the survey is the intersection of Sagert Road and S.W. 65th; thenc e following S.W. 65th and Nyberg Road to the existing I-5 Interchange. The project is located in the city of Tualatin.

* For environmental work

Purpose of survey:

Prepare plans, specifications, and cost estimate for roadway improvements and bridge replacement.

City of Tualatin and/or Washington County to prepare negative declaration. The state is to monitor and assist.

Cat. 3M
FAU
TIP Page 51

		Estimate of cost
Field Survey	(901)	15,000
Citizen Participation	(902)	1,000
*City or County	(903)	10,000
Consultant	(904)	
Final Design	(905)	5,000
Bridge Design	(906)	3,000
Preliminary Design	(907)	1,000
R/W Descriptions	(909)	3,000
Soils & Geology	(910)	2,000
Traffic	(911)	500
Landscape	(912)	500
Liaison	(913)	1,500
Utility	(914)	1,000
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	500
Office Engineer	(920)	
Specifications	(921)	1,500
Environmental	(923)	2,000
Planning	(924)	
Foundation Exploration	(926)	3,000
Seminars	(950)	500
Hearings	(980)	1,000
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 53,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Robert T. Ewen

Robert T. Ewen, Metro Location Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Popkin
Location Engineer

Approved: A. J. Schmidt
Deputy
Assistant State Highway Engineer
XXXX

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 9-26-77
FED. AID ~~XXX~~ STATE

FAUS

9375

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO4

Region 1 - Milwaukie

July 26, 1976

FROM: JON ROSE
Region Federal Aid Engineer

SUBJECT: URBAN SYSTEM PROJECT
SW 65th Ave.-Nyberg Rd.
Washington County

TO: GARY ZEHNER
County City Unit

Here is some additional information, this time from Washington County, concerning the 65th Avenue-Nyberg Road project. I believe we decided earlier that Tualatin was the applicant since City Officials were the ones who submitted the project request. You will notice that the second paragraph in Tom Spear's letter tends to muddy the water a little on that point but the choice doesn't seem to be vital and the City still seems to be the more logical sponsor.

The letter mentions a pending request for improvement to the bridge on 65th Avenue and as soon as that request arrives it will be forwarded to you. With three local participants this overall project has the potential for considerable confusion, so we will attempt to keep you advised of any new developments.

JR/gw

Attachment

cc Bill Geibel

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
ENGR. CGOR. OE AE UE
UPE CE RE RPE

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

July 22, 1976

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8888
TE RECEIVED RSM
UE JUL 26 1976 RSC
SO REGION I RBI
ENV LOC

Jon Rose
Regional Federal Aid Engineer
Highway Division Region I
P.O. Box 02157
Portland, Oregon 97202

Re: Federal Aid Urban Project
S.W. 65th Avenue - Nyberg Road

Dear Jon:

Washington County (Board of Commissioners) at their July 27th meeting are scheduled to act on a project request for the replacement of the bridge structure on S.W. 65th Avenue, in the City of Tualatin. The bridge replacement is a cooperative effort between Clackamas and Washington Counties, who will provide the local share for the Federal Aid Urban Project.

In addition, this project will be in with the proposed road improvement project on S.W. 65th Avenue - Nyberg Road, which is a Washington County road, under County jurisdiction. The bridge replacement will probably be done prior to the road improvement, but in conjunction with the overall design. The City of Tualatin is providing the local share for the road improvements.

Currently your office has the project request for the preliminary engineering for the road project, which runs from the intersection of S.W. Borland Road, across I-5 via Nyberg Road, and on a realigned basis ties into Tualatin-Sherwood Road, a County road running west to Highway #99. Initially, consideration was given to 2 distinct projects to accomplish this, with I-5 being the dividing line. This was primarily due to timing of the City's plans for development in their urban renewal area and phasing out of the existing treatment plant on the west side of I-5. The County would like to replace the existing bridge structure as soon as possible, but necessarily designed with overall design of Nyberg - 65th Avenue east of I-5.

However, it now appears that it would be desirable and more feasible to do the preliminary engineering for the entire project at this time. The construction projects would still probably be done in phases, depending on the City's proposed time schedule. Therefore, the project request for the preliminary engineering would be for the entire length at this time. As indicated earlier, the State did a reconnaissance study in 1968 (on FAS System) for the realignment west of I-5 interchange with Nyberg Road.

If you have any further questions on this, please give me a call.

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UPE CE RE RPE

Sincerely,

Tom Spear
Public Works Planning Coordinator

TS:kc
cc: City of Tualatin, Wink Brooks
Attachment

7-22-76

Jon,

We will send you the application as soon as it is ready (expect) about 2 or 3 days after Court Meeting. I hope this letter helps to clarify the questions we

Tom Spear

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

June 25, 1976

Tom Spear
Public Works Planning Coordinator
Department of Public Works
Room 201 - Administration Building
150 N. First Avenue
Hillsboro, OR 97123

Please be advised that the Clackamas County Public Works Department budget includes $7,500.00 as local match participation by this County on the deficient bridge structure located on 65th Avenue adjacent to the Meridian Hospital.

When the Oregon State Highway Department requests the local match requirements, Clackamas County will be in a position to remit its agreed upon fair share.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

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JUN 28 1976
Public Works
County

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

9375

jans

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO-4

Region 1 - Milwaukie

July 12, 1976

FROM: JON ROSE
Region Federal Aid Engineer

SUBJECT: PROJECT REQUEST
65TH Ave & Nyberg Road
City of Tualatin

TO: GARY ZEHNER
County-City

Here is a package supplementing the earlier joint request by the City of Tualatin and Washington County for an FAU project. I believe the earlier submittal indicated that the City would provide local matching money although the roads are under the jurisdiction of Washington County. The present package includes a minute order and a resolution in which the City Officials are authorized to sign the request, so the City must be considered the applicant.

The project request does not make clear who is to do the preliminary engineering, but John Crockett has told me by telephone that the City and County agree it should be done by the Highway Division

JR/gw

Attachment

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CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL TUALATIN VALLEY

OREGON
97062

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UE	JUL 12 1976			RSC
SO	REGION I			RBI
ENV				LOC

July 9, 1976

Mr. John Rose
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Rose:

Tualatin-Sherwood Road
Extension and Realignment

As requested by Tom Spear of Washington County Public Works Department, I am enclosing a copy of Tualatin City Council's minute order and resolution #104-76 and a copy of the City staff report, all dated February 9, 1976, which request that the preliminary engineering be started on the above listed project.

If you have further questions, please feel free to call.

Very truly yours,

Yvonne L. Addington
City Administrator

YLA:mm

Enclosures

cc: Tom Spears, Washington Co. Public Works Dept.

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JUL 13 1976
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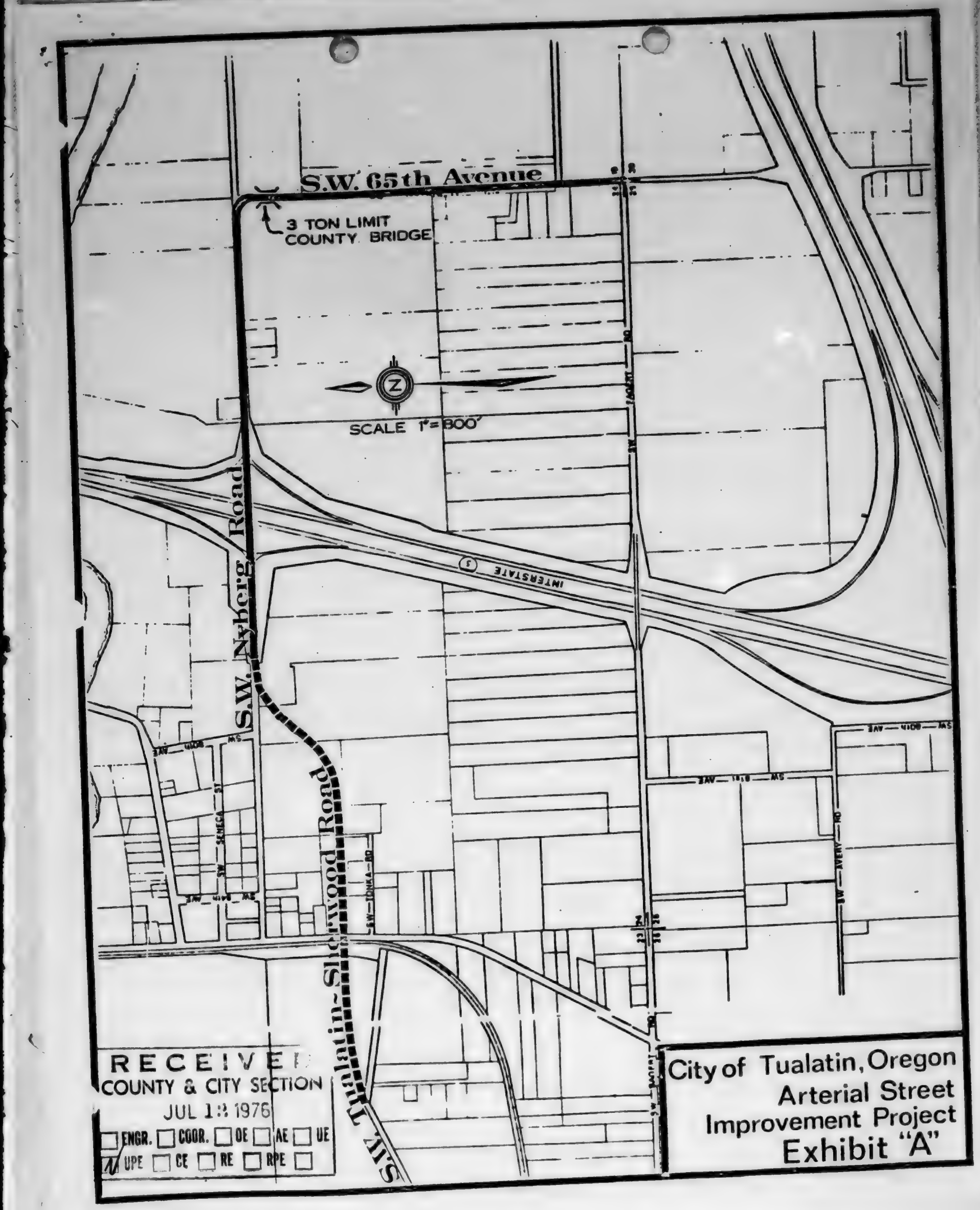
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

P. O. BOX 426 18880 S. W. 65TH AVENUE PHONE (503) 638-6891


S.W. 65th Avenue
3 TON LIMIT
COUNTY BRIDGE
SCALE 1"=800'
INTERSTATE 5
S.W. Nyberg Road
S.W. Tualatin-Sherwood Road
SW SENECA ST
SW IOWA RD
SW AVERY RD
RECEIVED
COUNTY & CITY SECTION
JUL 13 1976
ENGR. COOR. OE AE UE
UPE CE RE RPE
City of Tualatin, Oregon
Arterial Street
Improvement Project
Exhibit "A"

RESOLUTION NO. 104-76

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF REQUEST FOR PRELIMINARY ENGINEERING OF ARTERIAL STREET IMPROVEMENT PROJECT - S.W. 65th AVENUE, S.W. NYBERG ROAD, AND TUALATIN-SHERWOOD ROAD REALIGNMENT

WHEREAS, the City of Tualatin has experienced rapid residential, commercial, and industrial growth, along with attendant traffic congestion and over-crowding of City, State, and County streets; and

WHEREAS, the City's Transportation Plan identifies numerous arterial streets that will be needed to accommodate the City's growth, including portions of S.W. 65th Avenue, S.W. Nyberg Road, and the realignment of Tualatin-Sherwood Road, all as shown on Exhibit A attached hereto; and

WHEREAS, the improvement, construction, or reconstruction of the streets shown on Exhibit A are a part of the CRAG Transportation Improvement Program, which streets are also a part of the Federal Aid Urban (FAU) system; and

WHEREAS, State and Federal funding is available to assist local agencies with the improvement, construction, or reconstruction of streets within the FAU systems; and

WHERFAS, it is in the public interest to immediately commence the detailed planning and design of these particular arterial streets;

NOW, THEREFORE, BE IT RESOLVED by the City of Tualatin:

Section 1: That the Federal Aid Urban System Project Request for preliminary engineering, attached hereto as Exhibit B, be and hereby is approved.

Section 2: That the Mayor and Recorder be and hereby are authorized and directed to execute said request on behalf of the City.

CITY OF TUALATIN

By James M. Brock
Mayor

ATTEST:

By Thomas L Addington
Recorder

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JUL 13 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Resolution No. 104-76

F. 2. Resolution approving and authorizing the execution of the request for preliminary engineering of arterial street improvement, S. W. 65th Avenue, S. W. Nyberg Road, and Tualatin-Sherwood Road realignment.

Dave Bryan reviewed the proposed resolution. Mayor Brock read the staff's recommendation to the audience. Mr. Wilson made a motion Mr. Nelson seconded, that Resolution No. 104-76 approving and authorizing the execution of the request for preliminary engineering be adopted. Motion was carried.

3. Final Payment and Acceptance of the Picnic Shelter and Restroom Facility.

David Bryan reviewed the staff recommendation for acceptance of the construction work and approval of the final payment to the contractors. Mr. Wilson made the motion, seconded by Mr. Conover, approving the staff recommendation.

4. Urban Growth Boundary

Mayor Brock read the staff letter of recommendation that the Council concur with the findings of the Tualatin Urban Growth Boundary Advisory Committee and the City staff that the Board of Directors be petitioned to include Area 2 within the Tualatin Urban Growth Boundary.

Dave Bryan showed the area on the map. Lee Gensman said the staff letter was a fair summary. Gensman did not feel that a poll of the area would be advisable. Mr. Nelson concurred with Gensman and made a motion, seconded by Mr. Conover, that we accept the staff's recommendation. Motion passed.

G. RECOMMENDATIONS FROM CITY ADMINISTRATOR

Yvonne Addington introduced Marilyn Matthias, the new secretary.

Pro Tem Judge Appointment

Yvonne Addington requested that John Lund be appointed Pro Tem Judge in addition to Dean Werst. Demar Batchelor gave a brief resume' of John Lund to the Mayor and the Councilmen. Mr. Conover made a motion, seconded by Mr. Nelson that John Lund be authorized to act as Pro Tem Judge in the municipal court. Motion passed.

1. Liquor License Application of Rich's Kitchen, Inc.

Mayor Brock read the staff letter recommending the approval of the liquor license for Rich's Kitchen, Inc. Mr. Conover made a motion, seconded by Mr. Nelson, that we adopt the staff recommendation. Motion carried.

RECEIVED COUNTY & CITY SECTION JUL 13 1976 ENGR. COOR. AE WE RW UPE CE RE RPE

2. Status on Sewer LID #2 Funding

Mayor Brock read the staff letter of recommendation that the Bancroft Bonds on Sewer LID#2 and Water LID#3 be sold at the same time; the city attorney be authorized to proceed to collect assessments on specified properties. Mr. Nelson made a motion, seconded by Mr. Conover that

F2

CITY OF TUALATIN

IN THE HEART OF THE BEAUTIFUL TUALATIN VALLEY

OREGON

97062

February 9, 1976

City Council
City of Tualatin

Gentlemen:

Request for Preliminary Engineering
S.W. 65th Avenue, S.W. Nyberg Road,
and Tualatin-Sherwood Road Realignment

Enclosed is a resolution approving and authorizing execution of a request for preliminary engineering for the subject street improvement projects. Also enclosed is a copy of Ken Meng's report to the County Board of Commissioners, wherein he explains the proposed street improvement projects and the purpose of the preliminary engineering request. I believe his report is self-explanatory.

RECOMMENDATION:

The staff respectfully recommends adoption of the enclosed resolution approving and authorizing execution of request for preliminary engineering.

DISCUSSION:

Total cost of the preliminary engineering is $38,000 for fiscal year 1976, and $38,000 for fiscal year 1977. The local share is estimated to be $4,000 in each of the two years. Total project cost is estimated at $876,000, excluding the cost of rights-of-way acquisition, if required. Total local share of the project cost will be $96,000. Construction is planned for 1978.

Sincerely,

David W. Bryan

David W. Bryan
Director of Public Works

DWB/sd
Enclosures (2)

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COUNTY & CITY SECTION
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☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

9375

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4

Region 1 - Milwaukie

June 18, 1976

FROM: JON ROSE
Region Federal Aid Engineer

TO: DICK UNREIN
County/City

SUBJECT: FAUS PROJECT REQUEST
65th and Nyberg Road
Washington County and
the City of Tualatin

Here is a package submitted jointly by Washington County and the City of Tualatin proposing to perform preliminary engineering for a project on 65th and Nyberg Road.

We will hold the environmental assessment for review by Region Environmentalist Craig Markham, but the rest of the package is forwarded now for your information.

Looking over the request, it is apparent that the form used is obsolete and some additional information will be required before any serious processing can begin. I am requesting this of Washington County and will forward it as soon as we receive it.

JR/lms

Attachment

P.E Project
Applicant ? = City of Tualatin
WASH. COUNTY - Maint
City will supply match

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COUNTY & CITY SECTION
JUN 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUN 21 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter

9375

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8808

June 14, 1976

Oregon State Highway Division
9200 S.E. McLoughlin Boulevard
P.O. Box 02157
Portland, Oregon 97202

Attention: Jon Rose

Dear Jon:

Yvonne Addington of City of Tualatin called and was interested in status of project on 65th and Nyberg Road. Apparently the City is going to work with a consultant firm to design their urban renewal area. This of course is tied into the realignment of Nyberg Road as proposed in the FAU project. Could you have someone from your office contact the City to make sure there is coordination on these projects. Probably Craig Markham would be the initial contact while all this is in the planning stage.

Also attached is a copy of the project environmental assessment. We prepared it last month, but I don't find any correspondence indicating we sent it to you, so I want to include it with this letter. Also attached is a copy of a letter to Clackamas County concerning the bridge project. As soon as we receive their response, we will send you a project request for the bridge replacement.

If you need anything else on this project from us, please give me a call.

Sincerely,

Tom Spear
Public Works Planning Coordinator

TS:kc
Attachments

OE RE RME RSE FAE
TE RECEIVED RSM
UE JUN 15 1976 RSC
SO REGION 1 RBI
ENV LOC

9375

June 11, 1976

Winston Kurth
County Engineer
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Dear Winston:

As we have discussed before, there is an application for a Federal Aid Urban Project on S.W. 65th Avenue (Meridian Road) and Nyberg Road to improve the road to urban arterial standards. This project is being done by the City of Tualatin with the County's cooperation. The project request did not include the bridge structure, which is to be done by Washington County with an agreement with Clackamas County to participate in the local share of the funding. This is estimated to be $7,500, with Washington County contributing an equal amount of $7,500 also.

The bridge did have a 3 ton load limit on it, but was repaired and now has a 12 ton load limit. S.W. Nyberg Road - 65th Avenue is an important access into Clackamas County in this area, with access to I-5 via Nyberg Interchange, in addition to providing access to Meridian Park Hospital.

Washington County has budgeted their estimated cost for the bridge replacement, and as soon as we receive a letter from your office indicating your agreement to share in this project, we will submit an application for the bridge reconstruction. The State Highway Division will design the bridge for us, but it should coincide with their design of the road section for the City of Tualatin.

We would appreciate hearing from you as soon as possible. If you have any questions or desire additional information, please give me a call at 648-8896.

Sincerely,

Tom Spear
Public Works Planning Coordinator

TS:kc
cc: Yvonne Addington
City of Tualatin

9375

65th Avenue & Nyberg Rd.
FAU Project - City of Tualatin

January 29, 1976

Mr. Dave Bryan
Director of Public Works
City of Tualatin
Tualatin, Oregon 97062

Dear Dave:

I am enclosing the original copy of the City of Tualatin's application for a Federal Aid Urban Project on the segment of Nyberg Road between Boones Ferry Road and the I-5 Interchange. This application, as indicated, is for the preliminary engineering work which I understand you have budgeted.

The action taken by the Board of County Commissioners was to concur with the city's making this application. Therefore, you may submit this application by resolution from your City Council directly to the State Highway Division.

I would suggest that you contact Jon Rose, Regional Federal Aid Engineer for the State Highway Division in the Milwaukie office for any information you may feel the need for and to become acquainted with him for processing this application.

If we can be of additional service please do not hesitate to call. We, at the same time, are working with Clackamas County for a joint agreement to furnish the local share of the bridge project on S.W. 65th Avenue.

Yours very truly,

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:js
Enclosure: FAU request, Washington County Minute Order No. 76-17

9375

WASHINGTON COUNTY

Inter-Department Correspondence

Date January 14, 1976
For Meeting of: January 20, 1976

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Approved Federal Aid Urban Project Request -
S.W. Nyberg Road-S.W. 65th Avenue-City of Tualatin (C.R. No. 1153)
S.W. 65th Avenue (Meridian Road) Bridge No. 13337

The City of Tualatin is interested in developing S.W. Nyberg Road-S.W. 65th Avenue as an urban arterial street through their city. Washington County has had the improvement scheduled on the Transportation Improvement Program (TIP) of CRAG because they are county roads and under county jurisdiction.

There was a reconnaissance study done by the State Highway Division in 1968, when Nyberg Road was on the FAS system. The recon indicated a new alignment between Tualatin-Sherwood Road and the Nyberg Road interchange with I-5. The City will have the capabilities of providing the local share required to construct the segment (from I-5) west. From I-5 east to Borland Road will probably be done by a local improvement district (L.I.D.) within the city and paying the local share of a subsequent FAU project.

The proposed project request is for the preliminary engineering (PE) to have the alignment designated and design completed so that the construction can be phased as determined by local funding availability. It was planned for preliminary engineering to be done in 1976 and the City budgeted the local share for the PE.

There is a bridge structure on the S.W. 65th Avenue segment of this road and is within the total project limits. The bridge currently has a 3 ton load limit posted on it, and needs replacing. We have been in contact with Clackamas County, and are arranging for the two counties to share in providing the local match to construct a bridge to replace the existing structure. It is anticipated that the bridge replacement will be done prior to road improvement but in conjunction with the overall design.

As soon as arrangements have been made with Clackamas County to share local funding, a project request for the bridge replacement will be submitted to you for approval.

RECOMMENDATION: Your Board approve the Federal Aid Urban Project request for the preliminary engineering for S.W. 65th Avenue-Nyberg Road from Borland Road to Tualatin-Sherwood Road, to be submitted by the City of Tualatin.

Respectfully submitted,

Ken Meng

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-17
DATE 1-20-76
BY Jo Ann Johansen
CLERK OF THE BOARD

KM:js

(See map on reverse side)

DURHAM
TUALATIN COUNTRY CLUB
SOUTHERN PACIFIC
LAKE OSWEGO
BEAVERTON
CITY HALL
FAU 9282
3 Ton County bridge
Wash. & Clackamas
Counties
COUNTY
FAU 9282
MERIDIAN PARK HOSPITAL
PACIFIC HWY. NO. 1
OREGON ELECTRIC
PORTLAND
EAST
WASHINGTON
CLACKAMAS
MERIDIAN
RD.
PROSPERITY
T.2S
R 1W
R 1E

Rev. 5/28/74

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 20, 1976

Applicant Agency CITY OF TUALATIN FAU 9274 FAU 9282

Federal Aid System Route No. _____ Route Name SW 65th Ave. - SW Nyberg Road

Project Name Arterial improvement & realignment of SW 65th Ave. and S.W. Nyberg Rd.

Project Length 1.3 miles Project Location (Attached sketch map)

Project Description Preliminary engineering to design to upgrade to arterial standards and realign existing roadsto allow a better connection between Nyberg Road and Tualatin-Sherwood Road.

Average Daily Traffic 3,000 to 7,500 Design Speed By P.E.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders None
Medians None Parking None
Sidewalks None
Other New Section west of I-5 to Tualatin-Sherwood Rd.

2. Desired Roadway Cross Section: (Attach sketch)

Width 64-68 feet Travel Lanes 4 Shoulders Curbs
Medians Left Turn Parking None
Curbed Yes Length Curb Radii
Sidewalk/Bikeway Yes
Other Will be determined by P.E.

FOOTNOTES:

Description of Proposed Roadway Work Preliminary engineering for design

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 Maximum 80 feet

2. Will Additional Right-of-Way Be Needed? Yes Explain Nyberg Rd. between SW 65th and I-5 is 60 feet - might require some R/W or slope easements from hospital property. New alignment west of I-5 will be obtained by City's Urban Renewal Program.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Applicant intends to acquire better determination after P.E.

4. Will applicant acquire right-of-way and have State review negotiations?
Yes_____ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant? NO.

6. Should State prepare options? Yes_____ No X

7. Is a public hearing necessary? Not for P.E., but for construction.
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No. If so, explain_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain_____

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location To be considered by P.E.
Type_____
Phases_____
Type of Suspension_____

Interconnected _____
Other _____
_____

FOOTNOTES: _____
_____
_____

3. Permanent Signing:

Include in project or by applicant? _____
_____

4. Permanent Striping:

Include in project or by applicant? _____
_____

IV. ILLUMINATION DATA

1. Present Illumination and Location: City of Tualatin to provide imput.
_____
_____

2. Proposed Illumination:

Location _____
Type _____
_____
_____

V. STRUCTURE DATA

1. Existing Structure:

Location Bridge on SW 65th to be considered in a separate application by County.
Type _____
_____
Size _____
To Remain in Place? _____
_____

2. Proposed Structure:

Location _____
_____
_____
Is a particular type of structure and design desired? _____
_____
_____
Approximate size of proposed structure _____
_____
Are sidewalk/bikeways desired? _____

Are any utilities to be attached to structure?_____

FOOTNOTES:_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes Location On new alignment - to be determined by P.E.

Type of existing crossing_____
Existing crossing protection_____

Name of Railroad_____
Number of tracks: Mainline_____ Siding_____ Total_____
Angle of Intersection_____
Sight distance: (Direction)_____ Distance_____
(Direction)_____ Distance_____
Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

2. Will existing railroad crossing be altered?_____

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections_____

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$_____
Right-of-Way Costs (If participating)	_____
Traffic Control	_____
Illumination	_____
Structures	_____
Railroad	_____
Other_____	_____
Preliminary Engineering / per phase	30,000
PROJECT TOTAL	$ 30,000

FOOTNOTES: Project will have two phases - East of I-5 and West of I-5

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of _____
By_____
By_____

Concurred by Washington County
By Minute Order No. 76-17
By Dated: January 20, 1976
By JoAnn Johansen
Recording Secretary

1981 Oswego Ck. (Sucker Cr.) Br. 937
Sec. of the Oswego Hwy. (Grad.,
Pav., Struc., Sign., Illum., Sig.) #3

9378

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 22, 1988

CITY: Lake Oswego AGREEMENT NO: 6187 PROJECT NO: IX-9565(13)

CONTRACT NO: 9378 SECTION: Oswego Creek (Sucker Creek) Bridge

RELOCATION OF 12-INCH SANITARY SEWER LINE

Payment to Contractor	$ 10,862.28
Construction Engineering	1,404.38
TOTAL COST	$ 12,266.66
Less Federal Funds	(10,426.66)
CITY SHARE	$ 1,840.00
Less Advance Deposit 12-8-81	(1,840.00)
	$ -0-

GEZ:bkw
cc: Jan Henry
Wayne Schulte
LPG Files

9378

Form 734-3106

Job No. .....

Sheet ... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for OSWEGO CR (SUCKER CR) BR FINAL COSTS

Made by G 8-13, 1987 Checked by ....., 19..... Backchecked by ....., 19.....

RELOCATION OF 12" SANITARY SEWER

TRENCH EXCAVATION:	50 CU.YD. @ $20.00 =	$1,000.00
12-INCH SEWER PIPE:	396 LIN. FT. @ $16.00 =	6,336.00
CONCRETE MANHOLE:	2 EACH @ $1,500 =	3,000.00
PAY MENT TO CONTRACTOR		$10,336.00

TOTAL CONTRACTOR PAYMENTS	=	$1,754,334.61
LESS: MOBILATION	$80,000	
TP & DT	5,000	
		$1,669,334.61

$\frac{10,336}{1,669,334.61}$ = 0.00619169 or 0.6191169%

MOBILIZATION COSTS FOR RELOCATION:
(0.00619169)($80,000) = 495.33

TEMP. PROT. & DIR. OF TRAFFIC COSTS FOR RELOCATION:
(0.00619169)($5,000) = 30.95

526.28

SUBTOTAL $10,862.28

Construction Engineering (12.929%) $1,404.38

TOTAL COST 12" SAN. SEW. RELOC. $12,266.66

CITY SHARE: 15% OF $12,266.66 = $1840

Form 734-3106

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for OSWEGO CR (SUCKER CR) BRIDGE

Made by KEHUSBY 16-12 1981 Checked by ....., 19..... Backchecked by ....., 19.....

RELOCATION OF 12" SANITARY SEWER

TRENCH EXCAVATION	50 CU.YD. @ $20.00	= $1,000.00
12-INCH SEWER PIPE	396 LIN FT @ $16.00	= 6,336.00
CONCRETE MANHOLE	2 EACH @ $1,500	= 3,000.00
Subtotal		10,336.00

Total Contractors Bid = $1,646,621.00

Less: Mobilization $80,000

T.P.&D.T. 5,000 85,000.00

$1,561,621.00

$\frac{10336}{1561621} = 0.00661876$ or 0.661876%

Mobilization costs for relocation:

$(0.00661876)(\$80,000) = \$529.50$

Temp. Prot. & Dir. of Traffic Costs for relocation:

$(0.00661876)(\$5,000) = +30.94 =$ 560.44

Subtotal	$10,896.44
Contingencies (4½%)	490.34
Engineering (8%)	871.72
TOTAL ESTIMATED COST 12" SAN. SEW. RELOCATION	$12,258.50

CITY SHARE 15% OF $12,258.50 = 1838.78 OR SAY $1840

9378

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION 4-29-87

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 9/09/81
TO 2/11/86

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9565(13)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	40,487.51	40,487.51	85%	34,414.38	34,414.38	-0-
772	19,690.59	19,690.59	85%	16,737.00	16,737.00	-0-
772	338,315.87	337,518.10	85%	286,890.39	286,890.39	-0-
580	113,783.47	113,783.47	85%	96,715.95	96,715.95	-0-
177	91,155.43	91,155.43	85%	77,482.12	77,482.12	-0-
772	1,678,966.04	1,631,595.00	85%	1,386,855.75	1,386,855.75	-0-
	2,282,398.91	2,234,230.10	85%	1,899,095.59	1,899,095.59	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
4/29/87

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

CONST

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	OSWEGO CR. (SUCKER CR.) SECTION OSWEGO HIGHWAY CLACKAMAS COUNTY					
	Construction Type Code 6201 Roadway (Sta. 237+08 to Sta. 249+54) (Sta. 252+85 to Sta. 260+00)					
	Final Contract Payment Summary	Lump Sum			$ 593,924.19	
SFO #1	Permanent Pavement striping (State) (772)	All Required			5,167.35	
SFO #4	Relocate 4" gas main (Northwest Natural Gas Company) (580) (2 audits)	All Required			40,487.51	
SFO #5	Relocate natural gas regulator (Northwest Natural Gas Inc.) (772)	All Required			41,663.75	
SFO #6	Drill exploratory holes (State) (772)	All Required			4,767.46	
SFO #9	To adjust 12 inch and 6 inch diameter water line (City of Lake Oswego) (772)	All Required			19,483.20	
	TOTAL PARTICIPATING TYPE CODE 6201				$ 705,493.46	
	Type Code X081 Bridge 409B (Sta. 249+54 to Sta. 252+85)					
	Final Contract Payment Summary 580 113,783.47 177 13,607.21 772 1,010,823.91	Lump Sum			$1,138,214.59	
SFO #7	Relocate 2 cables suspended from bridge (Pacific Northwest Bell) (772)	All Required			$ 19,690.59	
	TOTAL PARTICIPATING TYPE CODE X081				**$1,157,905.18**	
	Type Code Y031 Traffic Signal					
	Final Contract Payment Summary	Lump Sum			$ 73,506.46	
SFO #2	Signal Controller Testing, Opticom Testing, and Signal Retest and Turn-On (State) (772)	All Required			4,142.53	
SFO #3	State Furnished software program (772)	All Required			500.00	
	TOTAL PARTICIPATING TYPE CODE Y031				**$ 78,148.99**	
	TOTAL PARTICIPATING PROJECT COST				**$1,941,547.63**	
	Construction Engineering					
	State 177 77,548.22 772 213,683.92	All Required			$ 291,232.14	

*See next page

AMOUNT CARRIED FORWARD .....

U.S. Government Printing Office: 1989—488-378/80058

FORM PR-20B (REV. 8-66)
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE: Oregon

COUNTY: Clackamas

NUMBER: IX-9565(13)

SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Misc. Project Cost					
	Audit Expense (772)	All Required			$ 1,401.10	
	EEO Monitoring Expense (772)	All Required			49.23	
	TOTAL MISC. PROJECT COST				$ 1,450.33	
	TOTAL PARTICIPATING PROJECT COST				$2,234,230.10	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 2,408.30	
SFO #1	Permanent Pavement striping (State)	All Required			74.00	
SFO #8	Temporary traffic signal installation (State)	All Required			5,205.18	
	Construction Engineering	All Required			40,481.33	
	TOTAL NON PARTICIPATING PROJECT COST				$ 48,168.81	
	TOTAL PROJECT COST				$2,282,398.91	

Prepared based on Participating Cost as shown on the Federal Billing as of 4/09/87.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27328-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*

CLACKMANNS TOWN CENTER SIGNAL CONT NO 9545 & FR PROJ NOS X10 000:026 10C

003	1045	201	00	P	1			
003	1045	206	00	N	1			
003	1045	210	02	P	1			
003	1045	270	01	P	1			
003	1045	270	04	P	1			
003	1045	296	00	N	9			
003	1045	298	00	N	9			
003	1045	299	00	N	9			
003	1045	900	00	P	1			
003	1045	900	00	P	8			
003	1045	906	00	N	1			
003	1045	911	00	P	1			
003	1045	915	00	P	8			
003	1045	920	00	P	8			
003	1045	926	00	N	1			
003	1045	940	00	P	8			
003	1045	941	00	P	1			
003	1045	944	00	P	1			
003	1045	945	00	P	1			
003	1045	945	00	P	8			

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 14

DESCRIPTION	PREFIX	FUNCTION	SUB	F	SR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	BEG ENC
** JOB TOTALS **	003	1032	941	00	P	8	402.86 **	402,954.52 **	2,218,702.34 **
	003	1032	942	00	P	1			1,340.44
	003	1032	942	00	P	8			248.64
	003	1032	944	00	P	1	95CR	213.23	12,298.00
	003	1032	944	00	P	8	21CR	47.35	5,543.43
	003	1032	944	35	P	1			6.53
	003	1032	945	00	P	1	4.22CR	9.14.02	2,427.31
	003	1032	945	00	P	8	92CR	206.05	5,240.40
	003	1032	946	00	P	1			651.76
	003	1032	948	00	P	1	66.03	192.48	5,048.44
	003	1032	948	00	P	8	14.48	43.34	1,234.35
	003	1032	950	00	P	1			4,229.01
	003	1032	950	00	P	8			430.35
	003	1032	950	00	N	1			92.45
	003	1032	952	00	N	8			4.05
	003	1032	985	00	P	1	13,516.26	25,757.31CR	1,664,392.09
									49.23
									4.05
									92.45
									430.35
									4,229.01
									651.76
									5,048.44
									1,234.35
									6.53
									2,427.31
									5,240.40
									1,340.44
									248.64
									12,298.00
									5,543.43
									6,556.39

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	BEG	END
	003	1023	948	00 N 9	4.33	4.33	12.09		
	003	1023	950	00 N 1			20.32		
	003	1023	950	00 N 2			24.20		
	003	1023	950	00 N 8			5.80		
	003	1023	950	00 N 9			46.47		
	003	1023	985	00 P 1			12.39	81	
	003	1023	985	00 N 2			14.75		
	003	1023	985	00 N 8			3.54		
	003	1023	985	00 N 9			28.32	81	81
			TOT	P1	1.89	1.89	30,399.54		
			TOT	P2	2.25	2.25	2.25		
			TOT	P8	.54	.54	10,118.13		
			TOT	N1			29,807.98		
			TOT	N8			2,796.02		
			TOT	N9	4.33	4.33	24,684.67		
			** JOB TOTALS **		9.01 **	9.01 **	97,810.65 **		
OSWEGO CR(SUCKER CR) SEC	CONT NO 9378		FA PROJ NOS X10 9565013 82 X10 9565013				X10 9565013 1S STATE		
	003	1032	201	00 P 1			1,378,650.06	84	84
	003	1032	201	00 P 2			127,390.68	84	84
	003	1032	201	00 P 8			299,624.50	84	84
	003	1032	201	00 N 1			2,408.70		
	003	1032	205	05 P 1		2,083.19CR	2,083.19CR	85	
	003	1032	210	03 P 1			500.00		
	003	1032	210	08 N 1			5,205.18		
	003	1032	270	01 P 1			5,167.35		
	003	1032	270	01 N 1			74.00		
	003	1032	270	02 P 1			4,142.53		
	003	1032	270	06 P 1			4,767.46		
	003	1032	285	05 P 1		41,663.75	41,663.75	85	
	003	1032	285	09 P 1			9,493.20		
	003	1032	296	00 N 9	6,016.47CR	31,525.82CR	1,867,693.82CR	85	85
	003	1032	298	00 N 9	6,016.47	31,525.82	1,867,693.82	85	85
	003	1032	900	00 P 1	13,181.15	67,021.44CR	134,183.88		
	003	1032	900	00 P 2	13,185.90CR	68,108.22	38,706.95		
	003	1032	900	00 P 8	1.05CR	234.06	28,630.80		
	003	1032	900	00 N 1			2,635.00		
	003	1032	900	00 N 8			454.80		
	003	1032	911	00 P 1			5,[illegible]		
	003	1032	915	00 P 1	149.32	166.[illegible]	11,[illegible]		
	003	1032	915	00 P 8	32.77	36.51	5,[illegible]		
	003	1032	920	00 P 1	.20CR	44.38	4,[illegible]		
	003	1032	920	00 P 8	.04CR	9.83	[illegible]		
	003	1032	928	00 N 1			[illegible]		
	003	1032	928	00 N 8			[illegible]		
	003	1032	940	00 P 1	115.13	115.13	1,[illegible]		
	003	1032	940	00 P 8	27.47	27.47	2,[illegible]		
	003	1032	941	00 P 1			14,[illegible]		

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ALTYME SEG	ALTYME END
OSWEGO CR (SUCKER CR) BR		FA PROJ NOS X10 9565013				X10 9565013			STATE	
	403	1029	205	00	N 2	3,002.30CR			55	55
	403	1029	205	04	P 1		2,610.70CR	2,610.70CR	55	55
	403	1029	205	04	N 2	3,002.30	391.60	391.60	55	55
	403	1029	285	00	N 2	7,526.34CR			55	55
	403	1029	285	04	P 1		52,214.04	52,214.04	55	55
	403	1029	285	04	N 2	7,526.34	7,832.11CR	7,832.11CR	55	55
	403	1029	598	00	N 9		42,162.84CR	42,162.84CR	55	55
			TOT	P1			49,607.74	49,607.74		
			TOT	N2			2,440.51CR	2,440.51CR		
			TOT	N9			42,162.84CR	42,162.84CR		
			** JOB TOTALS **			**	01CR**	51CR**		
PRE-OSWEGO CR(SUCKER CR)BR	CONT NO	FA PROJ NOS X10 9565013 100 X10 9565013							STATE	
	403	1030	285	07	P 1	19,690.59	19,690.59	19,690.59	55	55
	403	1030	285	07	N 2	2,952.59CR	2,952.59CR	2,952.59CR	55	55
	403	1030	598	00	N 9	16,737.00CR	16,737.00CR	16,737.00CR	55	55
			TOT	P1		19,690.59	19,690.59	19,690.59		
			TOT	N2		2,952.59CR	2,952.59CR	2,952.59CR		
			TOT	N9		16,737.00CR	16,737.00CR	16,737.00CR		
			** JOB TOTALS **			**	**	**		
WESTPORT SLOUGH(WOODSON)BP	CONT NO	1 FA PROJ NOS BRO5050000N 100							STATE	
	405	1001	220	07	P 1				55	55
	405	1001	598	00	N 9				55	55
			TOT	P1						
			TOT	N9						
			** JOB TOTALS **			**	**	**		
CODY'S RUN MP 4.7(CATCH SL)	CONT NO	FA PROJ NOS WES 8W51001							STATE	
	406	1003	220	01	P 1				55	55
	406	1003	598	00	N 9				55	55
			TOT	P1						
			TOT	N9						
			** JOB TOTALS **			**	**	**		
GILLIAM CTY PVMT IMP#2	CONT NO	FA PROJ NOS PHS 0005099 100							STATE	
	411	1004	205	00	P 1				55	55
	411	1004	598	00	N 9				55	55
	411	1004	205	04	P 1				55	55
	411	1004	598	04	N 9				55	55
			TOT	P1						
			TOT	N9						
			** JOB TOTALS **			**	**	**		

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
--	------	--------	504	0100			36.55	
C09378	000						36.55	
OBJ-DETAIL 504								
			548	0966			32.00	
C09378	000						32.00	
OBJ-DETAIL 548								
							68.55	SUBTOTAL
ACTIVITY								
C09378	000	010	114	0500			4.50	
OBJ-DETAIL 114							4.50	
C09378	000	010	548	0966			32.00	
OBJ-DETAIL 548							32.00	
							36.50	SUBTOTAL
ACTIVITY	010							
C09378	000	050	001	0500			245.78	
OBJ-DETAIL 001							245.78	
C09378	000	050	548	0966			32.00	
OBJ-DETAIL 548							32.00	
							277.78	SUBTOTAL
ACTIVITY	050							
C09378	000	900	001	8010			180.01	
C09378	000	900	001	8051			70.71	
OBJ-DETAIL 001							250.72	
							250.72	SUBTOTAL
ACTIVITY	900							
C09378	000	901	001	7363			237.91	
OBJ-DETAIL 001							237.91	
							237.91	SUBTOTAL
ACTIVITY	901							
C09378	000	914	001	7700			35.61	
OBJ-DETAIL 001							35.61	
							35.61	SUBTOTAL
ACTIVITY	914							
C09378	000	920	001	0631			40.22	
OBJ-DETAIL 001							40.22	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	920						40.22	SUBTOTAL
SUB-JOB	000 SUBTOTAL						947.29	
C09378	010			8051			10,442.25	***
OBJ-DETAIL							10,442.25	
ACTIVITY							10,442.25	SUBTOTAL
C09378	010	900	598	0521			37,303.77	
OBJ-DETAIL	598						37,303.77	
ACTIVITY	900						37,303.77	SUBTOTAL
SUB-JOB	010 SUBTOTAL						47,746.02	
C09378	011			8051			1,664,392.09	***
OBJ-DETAIL							1,664,392.09	
C09378	011		598	0521			6.53	
C09378	011		598	0521	8F35		-6.53	
OBJ-DETAIL	598		598	0631			1,158.73	
							1,158.73	
ACTIVITY							1,665,550.82	SUBTOTAL
C09378	011	050	001	0500			464.51	
OBJ-DETAIL	001						464.51	
C09378	011	050	102	0500			6.00	
OBJ-DETAIL	102						6.00	
ACTIVITY	050						470.51	SUBTOTAL
C09378	011	900	598	0521			-37,303.77	
OBJ-DETAIL	598						-37,303.77	
ACTIVITY	900						-37,303.77	SUBTOTAL
C09378	011	901	001	0521			17.48	
OBJ-DETAIL	001						17.48	
ACTIVITY	901						17.48	SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY	920						40.22	SUBTOTAL
SUB-JOB	000 SUBTOTAL						947.29	
C09378	010			8051			10,442.25	***
OBJ-DETAIL							10,442.25	
ACTIVITY							10,442.25	SUBTOTAL
C09378	010	900	598	0521			37,303.77	
OBJ-DETAIL	598						37,303.77	
ACTIVITY	900						37,303.77	SUBTOTAL
SUB-JOB	010 SUBTOTAL						47,746.02	
C09378	011			8051			1,664,392.09	***
OBJ-DETAIL							1,664,392.09	
C09378	011		598	0521			6.53	
C09378	011		598	0521	SF35		-6.53	
OBJ-DETAIL	598		598	0631			1,158.73	
							1,158.73	
ACTIVITY							1,665,550.82	SUBTOTAL
C09378	011	050	001	0500			464.51	
OBJ-DETAIL	001						464.51	
C09378	011	050	102	0500			6.00	
OBJ-DETAIL	102						6.00	
ACTIVITY	050						470.51	SUBTOTAL
C09378	011	900	598	0521			-37,303.77	
OBJ-DETAIL	598						-37,303.77	
ACTIVITY	900						-37,303.77	SUBTOTAL
C09378	011	901	001	0521			17.48	
OBJ-DETAIL	001						17.48	
ACTIVITY	901						17.48	SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
SUB-JOB	011 SUBTOTAL						1,628,735.04	
C09378	021			8051			206,097.63	***
OBJ-DETAIL							206,097.63	
C09378	021		300	0521			-13,607.21	
OBJ-DETAIL	300						-13,607.21	
C09378	021		598	0631				
OBJ-DETAIL	598							
ACTIVITY							192,490.12	SUBTOTAL
C09378	021	900	598	0521			-78,706.95	
OBJ-DETAIL	598						-78,706.95	
ACTIVITY	900						-78,706.95	SUBTOTAL
SUB-JOB	021 SUBTOTAL						113,783.97	
C09378	031		300	0521			13,607.21	
OBJ-DETAIL	300						13,607.21	
C09378	031		598	0631			-1,158.73	
OBJ-DETAIL	598						-1,158.73	
ACTIVITY							12,448.48	SUBTOTAL
C09378	031	900	598	0521			78,706.95	
OBJ-DETAIL	598						78,706.95	
ACTIVITY	900						78,706.95	SUBTOTAL
SUB-JOB	031 SUBTOTAL						91,155.43	
C09378	080			8051			422.79	***
OBJ-DETAIL							422.79	
ACTIVITY							422.79	SUBTOTAL
SUB-JOB	080 SUBTOTAL						422.79	
C09378	081			8051			337,347.38	***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL							337,347.58	
ACTIVITY							337,347.58	SUBTOTAL
SUB-JOB	081 SUBTOTAL						337,347.58	
EA	C09378 TOTAL						2,220,137.62	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9378

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 9-62 ~ 63	U.S. Department of Transportation, Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Clackamas
MODIFICATION NUMBER: 6	9-18-86	Project Number: IX-9565(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7 ,1981 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,289,047 1,718,877	$ 2,289,047 1,719,931.05 (772)
Federal funds	$ 139,970 86,840	$ 138,915.95 (580) 86,840.00 (177)
Other revisions		

This modification is made for the following reasons: To prevent lapse of funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of SEP , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 10, 1986

Federal-Aid Project No. IX-9565(13)

Oswego Creek (Sucker Creek) Section
Oswego Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 237+08 to Sta. 249+54)(Sta. 252+85 to Sta. 260+00)

Total the same as previous estimate of June 18, 1985 — $ 838,757.00

Type Code X081
Bridge No. 4098 (Sta. 249+54 to Sta. 252+85)

Total the same as previous estimate of March 6, 1985 — $ 1,354,220.10

Type Code Y031
Traffic Signals

Subtotal of previous estimate of October 19, 1981 — $ 70,400.00

Revised Estimate

Rock Bank Removal (E.W.O. #2)	All Required	$ 1,347.20
Install Temp Traffic (Signals E.W.O. #3)	All Required	11,792.32
	Increase	$ 13,139.52
	Subtotal	83,539.52
	Engineering	12,530.48
	Total	$ 96,070.00

Length of Roadway	0.371 mi.
Length of Structure	0.063 mi.
Total Length	0.434 mi.

Cost of Roadway Per Mile — $ 2,064,690.02

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	772	$ 629,249.00	$ 534,861.05	$ 92,547.95	$ 1,840.00
Roadway	580	124,212.00	105,578.95	18,013.05	620.00
Roadway	177	85,296.00	72,501.00	12,795.00	---
Structure	772	1,315,000.00	1,117,750.00	197,250.00	---
Structure	580	39,220.00	33,337.00	5,883.00	---
Signals	772	79,200.00	67,320.00	11,880.00	---
Signals	177	16,870.00	14,339.00	2,531.00	---
Total		$2,289,047.00	$1,945,687.00	$340,900.00	$ 2,460.00

Group 1 100%
Contract No. 9378
Prefix: 3-1950
Prefix: C09378
403-1030
403-1029
RLC:bkb

9378

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 7-152
PROJECT REPORT NUMBER
MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-31-85

Form Approved; O M B No. 04-R2089

State: Oregon

County: Clackamas

Project Number: IX-9565(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7 ,19 91 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,268,175	$ 2,289,047
Federal funds	1,718,877 (772)	1,718,877 (772)
	$ 209,070 (580)	$ 139,970 (580)
Other revisions		86,840 (177)

This modification is made for the following reasons: to utilize Appn Code 177.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31 ST day of JUL ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 18, 1985

Federal-Aid Project No. IX-9565(13)

Oswego Creek (Sucker Creek) Section
Oswego Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 237+08 to Sta. 249+54)(Sta. 252+85 to Sta. 260+00)

Subtotal of previous estimate of May 23, 1985		$ 729,354.82
	Engineering	$ 109,402.18
		$ 838,757.00

Type Code X081
Bridge No. 4098 (Sta. 249+54 to Sta. 252+85)

Total the same as previous estimate of March 6, 1985	$1,354,220.10

Type Code Y031
Traffic Signals

Subtotal of previous estimate of October 19, 1981	$ 70,400.00

Revised Estimate

Rock Bank Removal (E.W.O. #2)	All Required	$ 1,347.20
Install Temp Traffic (Signals E.W.O. #3)	All Required	11,792.32
	Increase	$ 13,139.52
	Subtotal	$ 83,539.52
	Engineering	12,530.48
	Total	$ 96,070.00

Length of Roadway ----------	0.371 mi.
Length of Structure ----------	0.063 mi.
	0.434 mi.

Cost of Roadway Per Mile ------ $2,064,690.02

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	772	$ 628,010	$ 533,807	$ 92,363	$1,840.00
Roadway	580	125,451	106,633	18,198	620.00
Roadway	177	85,296	72,501	12,795	---
Structure	772	1,315,000	1,117,750	197,250	---
Structure	580	39,220	33,337	5,883	---
Signals	772	79,200	67,320	11,880	---
Signals	177	16,870	14,339	2,531	---
TOTAL		$2,289,047	$1,945,687	$340,900	$2,460.00

Group 1: 100%
Contract No. 9378
Prefix: 3-1950
Prefix: 3-1032
403-1030
403-1029

RHZ:me

93:74

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-8		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County CLACKAMAS
MODIFICATION NUMBER 4	5-31-85	Project Number IX-9565(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7 ,19 81 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,241,494.00	$ 2,268,175.00	
Federal funds	$ 1,718,877.00	$ 1,718,877.00	(772)
Other revisions	186,391.00	209,070.00	(580)

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of May ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 23, 1985

FEDERAL AID PROJECT NO. IX-9565(13)

OSWEGO CREEK (SUCKER CREEK) SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
ROADWAY

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
SFO #4 & 5-4" & 6" Gas Main Adjustment	$ --	--	$ 60,364.00	--	$ 86,045.00
SUBTOTALS			$ 60,364.00		$ 86,045.00

Increase	$ 25,681.00
SUBTOTAL from Estimate of March 6, 1985	702,673.82
SUBTOTAL	$ 729,354.82
Engineering	105,400.18
TOTAL	$ 834,755.00

TYPE CODE X081
BRIDGE #4098

TOTAL the same as previous estimate of March 6, 1985 $1,354,220.10

TYPE CODE Y031
TRAFFIC SIGNALS

TOTAL the same as previous estimate of March 6, 1985 $ 79,200.00

Length of Roadway	0.371 mi.
Length of Structure	0.063 mi.
TOTAL	0.434 mi.
Cost of Roadway Per Mile	$2,250,013.47

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	772	$ 628,010.00	$ 533,807.00	$ 92,363.00	$1,840.00
Roadway	580	206,745.00	175,733.00	30,392.00	620.00
Structure	772	1,315,000.00	1,117,750.00	197,250.00	--
Structure	580	39,220.00	33,337.00	5,883.00	--
Signals	772	79,200.00	67,320.00	11,880.00	--
TOTAL		$2,268,175.00	$1,927,947.00	$337,768.00	$2,460.00

Group 1: 100%
Contract No. 9378
Prefix: 3-1950
Prefix: 3-1032
403-1029
403-1038

RHZ:pf

9378

STATE COPY

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER: 3-109	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 3-14-85	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: OREGON
MODIFICATION NUMBER: 3			County: CLACKAMAS
			Project Number: IX-9565(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7 ,19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,160,200.00	$2,241,494.00
Federal funds	$1,718,877.00	$1,718,877.00 (772)
Other revisions	117,291.00	186,391.00 (580)

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of March ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON · MARCH 6, 1985

FEDERAL AID PROJECT NO. IX-9565(13)

OSWEGO CREEK (SUCKER CREEK) SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
ROADWAY (Sta. 237+08 to Sta. 249+54)(Sta. 252+85 to Sta. 260+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Continuous Rail Traffic Barriers, Reflectorized	$ 5.00	275	$ 1,375.00	605	$ 3,025.00
General Excavation	6.00	4,465	26,790.00	5,136.4	30,818.40
Class B or Class C Asphalt Concrete Mixture	19.00	2,950	56,050.00	3,356.66	63,776.54
12-Inch Culvert Pipe	17.00	320	5,440.00	359	6,103.00
Concrete Walks	13.00	1,080	14,040.00	1,170.3	15,213.90
Concrete Driveways	40.00	60	2,400.00	81.2	3,248.00
Extra for Asphalt Ditch Lining	5.50	300	1,650.00	423.8	2,330.90
Concrete Barrier	25.00	900	22,500.00	946	23,650.00
Install and Backfill 6-inch CMP (PA #10)	20.00	--	--	20	400.00
Added Curb Depth (PA #12)	.21	--	--	2,827.7	593.82
Remove Curb and Add Sidewalk Ramp (PA #15)	697.00	--	--	100%	697.00
Special Pipe Backfill (PA #17)	8.50	--	--	163.6	1,390.60
Install Filter Fabric (PA #19)	1.27	--	--	573	727.71
Remove Tree and Restore Area (PA #22)	3,490.00	--	--	100%	3,490.00
Adjust Barrier (PA #24)	275.00	--	--	100%	275.00
Construct Earth Mound (PA #24)	235.00	--	--	100%	235.00
Revise Wheel Chair Ramp Location (PA #28)	230.00	--	--	100%	230.00
Remove Dirt From Landscape Area	467.00	--	--	100%	467.00
Reconstruct 2 Manholes (FA #4)	--	--	--	1,782.80	1,782.80

Remove Forms, Excavate, Backfill, and Reform Curb (FA #10)	--	--	--	--	496.82
Seeding and Mulching (FA #13)	--	--	850.00	--	2,875.00
Permanent Pavement Striping (OFW #1)	--	--	2,000.00	--	5,167.35
SUBTOTALS			$133,095.00		$166,993.84

Increase	$ 33,898.84
SUBTOTAL from Estimate of February 9, 1983	668,774.98
SUBTOTAL	$ 702,673.82
Engineering	105,400.18
TOTAL	$ 808,074.00

TYPE CODE X081
BRIDGE #4098 (Sta. 249+54 to Sta. 252+85)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete in Retaining Walls	$ 250.00	70	$17,500.00	72.4	$ 18,100.00
Special Wall Backfill (PA #2)	8.50	--	--	137.4	1,167.90
Drive Steel Piles (PA #7)	1.15	--	--	249.25	286.64
Construct 22-inch Access Hole (PA #11)	150.00	--	--	100%	150.00
Remove and Replace Ramp and Curb 'PE' Line (PA #13)	900.00	--	--	100%	900.00
Remove Sewer Line From Old Bridge (PA #18)	4,250.00	--	--	100%	4,250.00
Install Added Rebar at Bents 1 through 78 (PA #21)	1,823.27	--	--	100%	1,823.27
Place Added Concrete at Bents 1 through 7A	4,668.00	--	--	100%	4,668.00
Added Superstructure Work (PA #26)	4,834.00	--	--	100%	4,834.00
Telephone Inserts (PA #27)	600.00	--	--	100%	600.00
Redrill Holes At Bent #12 (PA #30)	400.00	--	--	100%	400.00
Claim Settlement (PA #32)	1,200.00	--	--	100%	1,200.00
Temporary Striping and Removal (FA #1)	--	--	2,100.00	--	7,237.57
Materials For Compression Strut (FA #8)	--	--	--	--	1,640.12
Patch Bridge Rail (FA #12)	--	--	--	--	480.26
Added Bridge Drainage	--	--	--	--	1,761.37

Splash Blocks, Sealer, and Metal Plate (FA #15)	--	--	--	--	1,704.76	
SUBTOTALS			$ 19,600.00		$ 51,203.89	
					Increase	$ 31,603.89
				SUBTOTAL from Estimate of February 9, 1983		1,145,979.00
					SUBTOTAL	$1,177,582.89
					Engineering	176,637.11
					TOTAL	$1,354,220.00

TYPE CODE Y031
TRAFFIC SIGNALS

TOTAL as on estimate of February 9, 1983 $ 79,200.00

Length of Roadway ---------- 0.371 mi.
Length of Structure ---------- 0.063 mi.
TOTAL 0.434 mi.

Cost of Roadway Per Mile ---------- $2,178,097.04

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	772	$ 628,010.00	$ 533,807.00	$ 92,363.00	$1,840.00
Roadway	580	180,064.00	153,054.00	26,470.00	540.00
tructure	772	1,315,000.00	1,117,750.00	197,250.00	--
tructure	580	39,220.00	33,337.00	5,883.00	--
ignals	772	79,200.00	67,320.00	11,880.00	--
TOTAL		$2,241,494.00	$1,905,268.00	$333,846.00	$2,380.00

Group 1: 100%
Contract No. 9378
Prefix: 3-1950
Prefix: 3-1032

WH:pf

9378

STATE COPY F

TO BE COMPLETED BY FHW	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-197		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County CLACKAMAS
MODIFICATION NUMBER 2	3-23-84	Project Number IX-9565(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,150,000	$ 2,160,200
Federal funds	$ 1,827,498	$ 1,836,168
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holbrook
For Manager, Program Section
(Title)

By FOR: H. S. Coulter
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 20, 1984

FEDERAL AID PROJECT NO. IX-9565(13)

OSWEGO CR. (SUCKER CR.) SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
ROADWAY (Sta. 237+08 to Sta. 249+54)(Sta. 252+85 to Sta. 260+00)

Subtotal of previous estimate of February 19, 1983		$ 668,774.98
	SUBTOTAL	$ 668,774.98
	Engineering	97,225.02
	TOTAL	$ 766,000.00

TYPE CODE X081
BRIDGE #4098 (Sta. 249+54 to Sta. 252+85)

Subtotal of previous estimate of February 19, 1983		$1,145,979.00
	SUBTOTAL	$1,145,979.00
	Engineering	169,021.00
	TOTAL	$1,315,000.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total the same as previous estimate of February 19, 1983 $ 79,200.00

Length of Roadway ---------- 0.371 mi.
Cost of Roadway Per Mile -------- $2,064,690.02

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Roadway	772	$ 628,010	$ ~~563,807~~ 533,897	$ 92,363	$1,840.00
Roadway	580	137,990	117,291	20,699	---
Structure	772	1,315,000	1,117,750	197,250	---
Signals	772	79,200	67,320	11,880	---
TOTAL		$2,160,200	$1,836,168	$322,192	$1,840.00

Group 1: 100%
Contract No. 9378
Prefix: 3-1950
Prefix: 3-1032

RHZ:pf

9378 STATE COPY B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 2-114		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Clackamas
MODIFICATION NUMBER: 1	2-17-83	Project Number: IX-9565(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 7, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,017,000	$ 2,150,000
Federal funds	$ 1,714,448 772	$ 1,714,448 772 113,050 580
Other revisions		

This modification is made for the following reasons: to include increase in construction cost and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Acting Program Section Manager
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 9, 1983

Federal-Aid Project
No. IX-9565(13)

Oswego Cr. (Sucker Cr.) Section
Oswego Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 237+08 to Sta. 249+54)(Sta. 252+85 to Sta. 260+00)

Subtotal of previous estimate of October 19, 1981			$ 549,421.00
Previous Estimate			
Flagman	1,400 Hr.	23.00	$ 32,200.00
			$ 32,200.00
Revised Estimate			
Flagman	1,900 Hr.	23.00	$ 43,700.00
Reconstruct 2 Manholes (E.W.O. #4)		All Required	217.20
Relocate 12" Waterline (E.W.O. #9)		All Required	11,575.00
Relocate 4" Gas Main (S.F.O. #4)		All Required	28,800.00
Relocate Regulator (S.F.O. #5)		All Required	31,564.00
Added Bore Holes (S.F.O. #6)		All Required	4,767.94
Relocate Pac. N.W. Bell (S.F.O. #7)		All Required	16,737.00
Roadway Illum. Revisions (E.W.O. #7)		All Required	14,192.84
			$ 151,553.98
Increase			$ 119,353.98
Subtotal			668,774.98
Engineering			92,235.02
TOTAL			$ 761,010.00

Type Code X081
Bridge 4098 (Sta. 249+54 to Sta. 252+85)

Subtotal of previous estimate of October 19, 1981			$ 1,036,950.00
Previous Estimate			
Structural Concrete Class 2200		All Required	$ 5,000.00
			$ 5,000.00
Revised Estimate			
Structural Concrete Class 2200 (P.A. #6)	106 Cu. Yd.	125.00	$ 13,250.00
Prepare Driving Site (P.A. #3)		All Required	7,000.00
Furnish Pile Driving Equip. (P.A. #3)		All Required	19,573.00
Furnish HP 10X42 Steel Piles (P.A. #3)		All Required	14,421.00
Drive Steel Piles (P.A. #3)	553 Lin. Ft.	1.15	635.95
Temp. Prot. & Dir. of Traffic for Weekend Detour (P.A. #3)		All Required	6,500.00
Temp Signs for Detour (P.A. #3)	53 Sq. Ft.	21.90	1,160.70
Furnish Flagman for Weekend Detour (P.A. #3)	88 Hr.	40.00	3,520.00
Structural Concrete Class 3300 (P.A. #5)		All Required	15,770.00
Reinforcement (P.A. #5)		All Required	2,296.00
Steel Pile Encasement	73 Lin. Ft.	50.50	3,686.50
Furnish Pile Driving Equip (P.A. #7)		All Required	10,956.50
Splice Steel Piles (P.A. #7)	8 Each	216.20	1,729.60
Furnish & Install Pile Tip (P.A. #7)	11 Each	155.25	1,707.75
Detour Traffic During Pile Driving (P.A. #8)		All Required	1,200.00
Struc. Conc. CL 3300 Bent #14 (P.A. #9)		All Required	3,292.00

Added Struc. Conc. CL 3300 Bent #15 (P.A. #9)	All Required	$ 700.00
Added Reinforcement Bent #14 (P.A. #9)	All Required	582.00
Pile Encasement (P.A. #9)	All Required	2,020.00
Furnish & Install added Deck Drains (P.A. #16)	All Required	1,048.00
Remodel Transverse Expansion Joints (E.W.O. #11)	All Required	3,000.00
		$ 114,029.00
	Increase	$ 109,029.00
	Subtotal	1,145,979.00
	Engineering	163,811.00
	Total	$1,309,790.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of Oct. 19, 1981 $ 79,200.00

Length of Roadway ---------- 0.371 mi.
Length of Structure -------- 0.063 mi.
TOTAL 0.434 mi.

Cost of Roadway Per Mile ---$2,051,239.89

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	772	$ 628,010.00	$ 533,807.00	$ 92,363.00	$1,840.00
Roadway	580	133,000.00	113,050.00	19,950.00	---
Structure	772	1,309,790.00	1,113,321.00	196,469.00	---
Traf. Signals	772	79,200.00	67,320.00	11,880.00	---
TOTAL		$2,150,000.00	$1,827,498.00	$320,662.00	$1,840.00

Group 1 82%; Group 8 18%
Contract No. 9378
Prefix: 3-1950
Prefix: 3-1032

9378

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
1-28	FEDERAL-AID PROJECT AGREEMENT 12/2/81	COUNTY Clackamas
		PROJECT NO. IX-9565(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oswego Cr. (Sucker Cr.) Br.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-9-81	0.434
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,017,000.00	$ 1,714,448.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Hwy. Engr.
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 7 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 19, 1981

Federal Aid Project
No. IX-9565(13)

Oswego Cr. (Sucker Cr.) Section
Oswego Highway
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 237+08 to Sta. 249+54)(Sta. 252+85 to Sta. 260+00)

Mobilization	(30 %)	All Required	$	24,000.00
Temporary Protection and Direction of Traffic	(30 %)	All Required		1,500.00
Temporary Signs	656 Sq. Ft.	12.00		7,872.00
Temporary Barricades	21 Each	90.00		1,890.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	275 Lin. Ft.	5.00		1,375.00
Temporary Guard Rail, Type 1 Reflectorized	2,588 Lin. Ft.	6.50		16,822.00
Sequential Arrow Signs	1 Each	3,500.00		3,500.00
Flagmen	1,400 Hr.	23.00		32,200.00
Clearing and Grubbing		All Required		30,000.00
Removal of Structures and Obstructions		All Required		3,000.00
General Excavation	4,465 Cu. Yd.	6.00		26,790.00
Trench Excavation	1,550 Cu. Yd.	20.00		31,000.00
Finishing Roadbed and Slopes		All Required		5,000.00
Watering	60 M-Gal.	10.00		600.00
Coarse Aggregate Base	800 Ton	12.00		9,600.00
Treated Base Mixture	3,030 Ton	11.50		34,845.00
Cement in Treated Base Mixture	166 Ton	79.00		13,114.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,950 Ton	19.00		56,050.00
Asphalt Cement in Mixture	190 Ton	195.00		37,050.00
Membrane Waterproofing	2,605 Sq. Yd.	10.00		26,050.00
8-inch Sewer Pipe	206 Lin. Ft.	10.00		2,060.00
12-inch Sewer Pipe	2,870 Lin. Ft.	16.00		45,920.00
18-inch Sewer Pipe	190 Lin. Ft.	17.00		3,230.00
12-inch Culvert Pipe	320 Lin. Ft.	17.00		5,440.00
18-inch Culvert Pipe	20 Lin. Ft.	16.00		320.00
Concrete Manholes	6 Each	1,500.00		9,000.00
Oil Separator Manholes	1 Each	3,000.00		3,000.00

Concrete Inlets, Type B	1 Each	350.00	350.00
Concrete Inlets, Type D	7 Each	400.00	2,800.00
Concrete Inlets, Type G-1	9 Each	400.00	3,600.00
Concrete Inlets, Type G-2	2 Each	500.00	1,000.00
Concrete Inlets, Type CG-1	16 Each	450.00	7,200.00
Concrete Inlets, Type CG-2	3 Each	600.00	1,800.00
Guard Rail, Type 2A	25 Lin. Ft.	16.00	400.00
Guard Rail Anchors, Type 1	1 Each	320.00	320.00
Rail End Pieces, Type C	1 Each	90.00	90.00
Extra for Guard Rail Bridge Connections	1 Each	370.00	370.00
CL-4R Chain Link Fence	410 Lin. Ft.	7.00	2,870.00
CL-4R Chain Link Fence Modified	830 Lin. Ft.	9.60	7,968.00
CL-6 Chain Link Fence	240 Lin. Ft.	9.00	2,160.00
Concrete Walks	1,080 Sq. Yd.	13.00	14,040.00
Concrete Driveways	60 Sq. Yd.	40.00	2,400.00
Concrete Curbs	85 Cu. Yd.	130.00	11,050.00
Concrete Islands	85 Cu. Yd.	75.00	6,375.00
Extra for Asphalt Ditch Lining	300 Sq. Yd.	5.50	1,650.00
Concrete Barrier	900 Lin. Ft.	25.00	22,500.00
Adjusting Manholes	6 Each	250.00	1,500.00
Reconstruction Concrete Manholes	3 Each	450.00	1,350.00
Removal of Existing Sign Installations		All Required	690.00
Move and Reinstall Existing Signs		All Required	450.00
Wood Sign Posts		All Required	220.00
Horizontal and Vertical Sign Mounting Arms		All Required	370.00
Type "C", "D" and "R" Signs in Place	100 Sq. Ft.	11.50	1,150.00
Type "EE" Signs in Place	16 Sq. Ft.	13.00	208.00
Type "H" and "I" Signs in Place	18 Sq. Ft.	13.00	234.00
Type "U" Signs in Place	83 Sq. Ft.	16.00	1,328.00
Roadway Lighting Poles and Bracket Arms		All Required	8,000.00
Luminaires and Ballasts		All Required	2,400.00
Switching, Conduit, Wiring, Lamps, Etc.		All Required	4,700.00
			$ 542,771.00

Anticipated Items

Permanent Pavement Striping		All Required	$ 2,000.00
Temporary Pavement Striping		All Required	1,500.00
Remove Pavement Striping (Exist. & Temp.)		All Required	600.00
Temporary Erosion Control		All Required	100.00
Roadside Seeding, Mulching & Bark Mulch		All Required	850.00
On the Job Trainees (2-2,000 hr. @ $0.80)		All Required	1,600.00
			$ 6,650.00
		SUBTOTAL	$ 549,421.00
		Engineering	68,677.00
		TOTAL	$ 618,098.00

Type Code X081
Bridge 409B (Sta. 249+54 to Sta. 252+85)

Mobilization	(66 %)	All Required	$ 52,800.00
Temporary Protection and Direction of Traffic	(66 %)	All Required	3,300.00
Bridge Removal Work		All Required	15,000.00
Structure Excavation	1,540 Cu. Yd.	27.00	41,580.00
Structural Concrete, Class 2200 (40 CY)		All Required	5,000.00
Structural Concrete, Class 3300, Viaducts(300 CY)		All Required	60,000.00
Structural Concrete, Class 3300, Main Spans (1225 CY)		All Required	220,000.00
Structural Concrete, Class 4500 (340 CY)		All Required	90,000.00
Expansion Joint, Type A	78 Lin. Ft.	190.00	14,820.00
Concrete in Retaining Walls	70 Cu. Yd.	250.00	17,500.00
65'/70' Prestressed Beams	4 Each	7,200.00	28,800.00
125'/130' Prestressed Beams	7 Each	12,730.00	89,110.00
130'/135' Prestressed Beams	7 Each	13,300.00	93,100.00
4'x35'/40' Prestressed Beams	13 Each	3,130.00	40,690.00
4'x40'/45' Prestressed Slabs	31 Each	3,300.00	102,300.00
4'x45'/50' Prestressed Slabs	14 Each	3,500.00	49,000.00
4'x50'/55' Prestressed Slabs	3 Each	3,900.00	11,700.00
Reinforcement (188,400 lbs.)		All Required	64,000.00
Coated Reinforcement (43,700 lbs.)		All Required	26,000.00
Reinforcement in Retaining Walls	1,000 lbs.	0.50	500.00

Reinforced Concrete Bridge End Panels	130 Sq. Yd.	55.00	7,150.00
1 1/2-inch Electrical Conduit	760 Lin. Ft.	5.00	3,800.00
2-inch Electrical Conduit	100 Lin. Ft.	8.00	800.00
		SUBTOTAL	$1,036,950.00
		Engineering	129,618.00
			$1,166,568.00

Type Code Y031
Traffic Signal

Mobilization	(4 %)	All Required	$ 3,200.00
Temporary Protection and Direction of Traffic	(4 %)	All Required	200.00
Traffic Signal Installation, Complete		All Required	58,000.00
Fire Pre-emption System, Complete		All Required	5,500.00
			$ 66,900.00

Anticipated Items

Signal Controller Testing	All Required	$ 1,250.00
"OPTICOM" Testing	All Required	1,000.00
State Furnished Software	All Required	500.00
Retest and Turn-on Signals	All Required	750.00
		$ 3,500.00
	SUBTOTAL	$ 70,400.00
	Engineering	8,800.00
	TOTAL	$ 79,200.00

Length of Roadway ---------- 0.371
Length of Structure ---------- 0.063
TOTAL LENGTH OF PROJECT 0.434

Cost of Roadway Per Mile --------$1,666,032.34

Work Retained in Program Status

Reconstruct Sanitary Sewer Manholes	All Required	$ 3,000.00
Patch Existing Bridge Rail	All Required	1,000.00
Work by Pacific Northwest Bell Telephone	All Required	25,000.00
Work by Northwest National Gas	All Required	15,000.00
Work by City of Oswego (Sanitary Sewer)	All Required	16,000.00
		$ 60,000.00
	Engineering	7,500.00
		$ 67,500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$ 618,098.00	$ 525,383.00	$ 90,875.00	$ 1,840.00
Structure	1,166,568.00	991,582.00	174,986.00	--
Traffic Signal	79,200.00	67,320.00	11,880.00	
SUBTOTAL	$1,863,866.00	$1,584,285.00	$277,741.00	$ 1,840.00
Reserve	153,134.00	130,163.00	22,971.00	--
TOTAL	$2,017,000.00	$1,714,448.00	$300,712.00	$ 1,840.00

Group 1 100%
Contract No. 9378
Prefix: 3-1950 (PE)
Prefix: 3-1032 (Constr.)

9378

cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Clackamus	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1/31/86	T.P. LOWE, AREA ENGINEER 1-31-86	IX-9565(13)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
5/24/83	11/9/84	102 %	400 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OSWEGO CREEK (SUCKER CREEK) BRIDGE
OSWEGO HIGHWAY
Structures, Grading and Paving

The contractor requested and was granted 120 day time extension. The time extension was granted due to the design changes which occurred on the half bridge portion of the project. Several footings were completely redesigned which required a different construction operation and therefore, it was felt that 120 days was a reasonable extension for the additional work required of the contractor.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 12 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DG 2/18

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by		SIGNATURE Original Signed By G K HOSSNER Field Operations Engineer	
TITLE AREA ENGINEER	DATE FEB 11 1986	TITLE FIELD OPERATIONS ENGINEER	DATE FEB 11 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: June 18, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 71440
Project No. IX-9565(13)
Oswego Creek (Sucker Creek) Section
Clackamas County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds available for use on March 13, 1985. This request is for actions after March 13, 1985 and will require the following revisions:

1) Appn Code: Add 177
2) Credit: Appn Code 580 --- $69,100.00
   Debit: Appn Code 177 --- $69,100.00

Revisions in financing are as indicated on the attached modified agreement.

RHZ:me
Attachment
cc: R. Oakes
Ed Hardt (Metro)
W. Schulte (Metro)
J. Peterson
General Files

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(13)
2. STATE PROJECT NO.: See Below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 71440
3A. COUNTY NAME: Clackamas
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: 1-18-82
8. FEDERAL ROUTE NUMBER: FAU 9565
9. STATE ROUTE NUMBER: Primary 3
10. GENERAL LOCATION: Oswego Creek (Sucker Creek) Bridge Section
11. GENERAL DESCRIPTION OF WORK: Revised method of payment - Utility adjustment.
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 5-29-85 and based on the justification submitted the reimbursement method is changed to a lump sum basis for a total cost of $19,691 - Federal Funds $16,737. No additional obligation of funds is required.

RECEIVED
STATE HWY ENGR
JUN 4 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 5/30/85
15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hansen
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

Zehner

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON · MARCH 6, 1985

FEDERAL AID PROJECT NO. IX-9565(13)

OSWEGO CREEK (SUCKER CREEK) SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
OADWAY (Sta. 237+08 to Sta. 249+54)(Sta. 252+85 to Sta. 260+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Continuous Rail	$ 5.00	275	$ 1,375.00	605	$ 3,025.00
Traffic Barriers, Reflectorized	6.00	4,465	26,790.00	5,136.4	30,818.40
General Excavation				3,356.66	63,776.54
Class B or Class C Asphalt Concrete Mixture	19.00	2,950	56,050.00	359	6,103.00
12-Inch Culvert Pipe	17.00	320	5,440.00	1,170.3	15,213.90
Concrete Walks	13.00	1,080	14,040.00	81.2	3,248.00
Concrete Driveways	40.00	60	2,400.00	423.8	2,330.90
Extra for Asphalt Ditch Lining	5.50	300	1,650.00	946	23,650.00
Concrete Barrier	25.00	900	22,500.00		
Install and Backfill 6-inch CMP (PA #10)	20.00	--	--	20	400.00
dded Curb Depth (PA. #12)	.21	--	--	2,827.7	593.82
Remove Curb and Add Sidewalk Ramp (PA #15)	697.00	--	--	100%	697.00
Special Pipe Backfill (PA #17)	8.50	--	--	163.6	1,390.60
Install Filter Fabric (PA #19)	1.27	--	--	573	727.71
Remove Tree and Restore Area (PA #22)	3,490.00	--	--	100%	3,490.00
Adjust Barrier (PA #24)	275.00	--	--	100%	275.00
Construct Earth Mound (PA #24)	235.00	--	--	100%	235.00
Revise Wheel Chair Ramp Location (PA #28)	230.00	--	--	100%	230.00
Remove Dirt From Landscape Area	467.00	--	--	100%	467.00
Reconstruct 2 Manholes (FA #4)	--	--	--	1,782.80	1,782.80

3-6-85
9378

Remove Forms, Excavate, Backfill, and Reform Curb (FA #10)	--	--	--	--	496.82	
Seeding and Mulching (FA #13)	--	--	850.00	--	2,875.00	
Permanent Pavement Striping (OFW #1)	--	--	2,000.00	--	5,167.35	
SUBTOTALS			$133,095.00		$166,993.84	
					Increase	$ 33,898.84
			SUBTOTAL from Estimate of February 9, 1983			668,774.98
					SUBTOTAL	$ 702,673.82
					Engineering	105,400.18
					TOTAL	$ 808,074.00

TYPE CODE X081
BRIDGE #4098 (Sta. 249+54 to Sta. 252+85)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete in Retaining Walls	$ 250.00	70	$17,500.00	72.4	$ 18,100.00
Special Wall Backfill (PA #2)	8.50	--	--	137.4	1,167.90
Drive Steel Piles (PA #7)	1.15	--	--	249.25	286.64
Construct 22-inch Access Hole (PA #11)	150.00	--	--	100%	150.00
Remove and Replace Ramp and Curb 'PE' Line (PA #13)	900.00	--	--	100%	900.00
Remove Sewer Line From Old Bridge (PA #18)	4,250.00	--	--	100%	4,250.00
Install Added Rebar at Bents 1 through 78 (PA #21)	1,823.27	--	--	100%	1,823.27
Place Added Concrete at Bents 1 through 7A	4,668.00	--	--	100%	4,668.00
Added Superstructure Work (PA #26)	4,834.00	--	--	100%	4,834.00
Telephone Inserts (PA #27)	600.00	--	--	100%	600.00
Redrill Holes At Bent #12 (PA #30)	400.00	--	--	100%	400.00
Claim Settlement (PA #32)	1,200.00	--	--	100%	1,200.00
Temporary Striping and Removal (FA #1)	--	--	2,100.00	--	7,237.57
Materials For Compression Strut (FA #8)	--	--	--	--	1,640.12
Patch Bridge Rail (FA #12)	--	--	--	--	480.26
Added Bridge Drainage	--	--	--	--	1,761.37

Splash Blocks, Sealer, and Metal Plate (FA #15)	--	--	--	1,704.76	
SUBTOTALS		$ 19,600.00		$ 51,203.89	
				Increase	$ 31,603.89
			SUBTOTAL from Estimate of February 9, 1983		1,145,979.00
				SUBTOTAL	$1,177,582.89
				Engineering	176,637.11
				TOTAL	$1,354,220.00

TYPE CODE Y031
TRAFFIC SIGNALS

TOTAL as on estimate of February 9, 1983 $ 79,200.00

Length of Roadway ---------- 0.371 mi.
Length of Structure ---------- 0.063 mi.
TOTAL 0.434 mi.

Cost of Roadway Per Mile ---------- $2,178,097.04

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	772	$ 628,010.00	$ 533,807.00	$ 92,363.00	$1,840.00
Roadway	580	180,064.00	153,054.00	26,470.00	540.00
Structure	772	1,315,000.00	1,117,750.00	197,250.00	--
Structure	580	39,220.00	33,337.00	5,883.00	--
Signals	772	79,200.00	67,320.00	11,880.00	--
TOTAL		$2,241,494.00	$1,905,268.00	$333,846.00	$2,380.00

Group 1: 100%
Contract No. 9378
Prefix: 3-1950
Prefix: 3-1032

WH:pf

9378

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(13)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-25-85

4. PROGRAM NO.:

5. ITEM NO.: 71440

2A. COUNTY NAME: Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Signt | Acct | File

7. DATE AUTHORIZATION EFFECTIVE: 10/27/81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker Creek) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Revised utility costs

13. REMARKS

As requested by Mr. Potter's letter of 2/13/85 and contingent upon modification of Project Agreement if additional funds are required, the revised costs for the adjustment of Northwest Natural Gas Company's 6-inch gas main and primary regulator and the 4-inch gas main are increased to a TEC of $86,045; Federal Funds $73,138.

(6-inch gas main and primary regulator obligated TEC $31,564; Federal Funds $26,829 - 4-inch gas main obligated TEC $28,800; Federal Funds $24,480)

(Increase for both authorizations TEC $25,682; Federal Funds $21,830)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/25/85	G. H. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 13, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
Natural Gas Facility Relocation
Northwest Natural Gas Company
Oswego Creek (Sucker Creek) Bridge Section
Oswego Highway
FAU 9565
Clackamas County
Project No. IX-9565(13)

Reference is made to D. E. Swan's letter of October 28, 1981, which submitted Northwest Natural Gas Company's (NNG) estimate of the cost for the relocation of a primary gas line regulator and approximately 100 feet of 6-inch gas main; a second letter from D. E. Swan dated October 28, 1981, which transmitted NNG's estimate of cost for the relocation of a 4-inch gas main located on the existing structure; and to your letters of Approval and/or Authorization dated November 3, 1981, which approved participation in the total estimated cost of $60,364. Copies of D. E. Swan's letters, your PR-1240's and the estimates of cost are attached for your reference.

After submission of NNG's estimates of cost and relocation plan, NNG found that they were unable to obtain an easement from the City of Lake Oswego to relocate the primary natural gas line regulator near its existing location at McVey Avenue and State Street. The regulator had to be relocated to a location at the intersection of Stafford Road and Bickner Street, which is shown highlighted in yellow on the attached NNG relocation plan. The installation of the relocated regulator at Stafford Road in Bickner Street required the installation of a new 4-inch gas line as shown highlighted in yellow on the attached NNG relocation plan. The route for the new 4-inch gas main was chosen by NNG because of conflict with existing sanitary sewer lines in other locations. The matter of the length of the installation of the new 4-inch gas main has been negotiated with NNG and they have accepted reimbursement based on a shorter route, which is shown in red on the attached plan.

The State has received a final billing for the removal of the 4-inch gas main on the existing Oswego Creek structure in the amount of $2,038.46 for which the State is obligated to reimburse NNG 85% or $1,732.69. The 4-inch line on the structure was abandoned and not replaced because the installation of the new 4-inch line on Laurel Street and Bickner Street replaced the function.

The State has received a final billing of cost for the temporary relocation of the existing regulator and lowering of a section of 6-inch gas main, required to accommodate construction, in the amount of $41,663.75 for which NNG will be reimbursed 100%.

The State has also received a cost estimate for the installation of the new 4-inch gas line on the negotiated shorter route in the amount of $50,175.58 for which the State is obligated to reimburse NNG 85% or $42,649.24. The estimated cost of $50,175.58 was obtained by applying NNG's actual unit costs incurred on their 4-inch gas line installations. The $42,649.24 will be the negotiated settlement to NNG for the 4-inch gas main installation, subject to audit.

The final cost of the relocation work is $86,045.68, which exceeds the estimated cost of $60,361.77 by $25,683.91 or 42.55%. Copies of the two billings and the estimate are enclosed. The main reason for the cost overrun is the inability to obtain an easement for the relocation of the gas line regulator in the vicinity of the existing regulator and the subsequent requirement for the installation of a new 4-inch line to reestablish the gas line system in the area.

NNG has accomplished their relocation work in a timely manner to accommodate the reconstruction of the Oswego Creek Bridge as requested and is entitled to full reimbursement for their relocation work. Full reimbursement to NNG is subject to audit of their relocation costs.

Your approval of federal participation in the final relocation cost of $86,045.68 is requested.

RECEIVED
STATE HWY ENGR
FEB 15 '85
REFER TO
FOR

JMC:jr
Enc.

cc: ✓ E. S. Hunter
J. M. Cartwright
Rich Evans

9378

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(13)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-14-85

4. PROGRAM NO.:

5. ITEM NO.: 71440

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/29/81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker Creek) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Revised Costs - Force Order No. 6

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 1/4/85 the revised costs for SFO #6 to a TEC of $4,767.46; Federal Funds $4,052 are approved.

(Increase TEC $767.46; Federal Funds $652)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 1/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/14/85	D. K. Hoerner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

November 27, 1984

Reliance Insurance Co.
825 NE Multnomah
Portland, OR 97232

COM 5
#9378

Gentlemen or Ladies:

On November 19, 1984, we wrote to you concerning release of final payment on Contract No. 9378 awarded to Schrader Construction Co., Inc. for work on the Oswego Creek (Sucker Creek) Bridge Section of the Oswego Highway in Clackamas County.

The total contract amount is $1,808,053.54 including $53,718.93 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Schrader Construction Co., Inc.
5711 East Burnside St.
Portland, OR 97215

Fred S. James & Co. of Oregon
111 SW Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9378

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
SCHRADER CONSTRUCTION CO 5711 E BURNSIDE PORTLAND OR 97215	11-14-84	$

CONTRACT NO.	ESTIMATE NO.	APPROVED:
9378	26 F	
PERIOD COVERED: TO 5-24-83		Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, _____ (Name) CERTIFY THAT I AM _____ (Capacity)

FOR _____ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

_____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT # 9378 EST 026

003 1032 204(41)

IV -956

EST 026

CONTRACT # 9378

003 1032 204(41)

IV -9565(13)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY: CLACKAMAS	CONTRACT NO. [illegible]	ESTIMATE NO. [illegible]	PREFIX NO'S.
HIGHWAY: OSWEGO	FEDERAL AID PROJECT NO. [illegible]		
SECTION: OSWEGO CRK (SUCKER CK) BRIDGE			

A (620)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE
001	1P MOBILIZATION	LUMP SUM	[illegible]1.0000	.000	[illegible].00
001	1P MOBILIZATION	LUMP SUM	[illegible]0.0000	17.000	360[illegible].00
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	[illegible]0.0000	100.000	5000.00
003	1P TEMPORARY SIGNS	SQ FT	12.0000	[illegible].000	[illegible]4.00
004	1P TEMPORARY BARRICADES	EACH	0.0000	21.000	1890.00
005	1P TEMP CONT RAIL TRAFFIC BARRIER REFLECTORIZED	LIN FT	5.0000	[illegible].000	3025.00
006	1P TEMP GUARD RAIL TYPE 1 REFLECTORIZED	LIN FT	5.5000	1,1[illegible].000	7413.00
007	1P SEQUENTIAL ARROW SIGNS	EACH	0.0000	1.000	[illegible].00
008	1P FLAGMEN	HOUR	3.0000	1,021.25	[illegible]188.75
009	1P CLEARING AND GRUBBING	LUMP SUM	[illegible]0.0000	100.000	[illegible]0.00
010	1P REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	[illegible]0.0000	100.000	3000.00
011	1P GENERAL EXCAVATION	CU YD	5.0000	[illegible],[illegible]6.400	[illegible]818.00
012	1P TRENCH EXCAVATION	CU YD	0.0000	1,077.330	[illegible]1546.50
013	1P FINISHING ROADBED AND SLOPES	LUMP SUM	[illegible]0.0000	100.000	5000.00
015	1P AGGREGATE BASE	TON	12.0000	[illegible].[illegible]	[illegible]198.[illegible]
016	1P TREATED BASE MIXTURE	TON	11.00	[illegible],[illegible]1.[illegible]	[illegible]796.[illegible]
017	1N CEMENT IN TREATED BASE MIXTURE	TON	[illegible].0000	5.[illegible]00	[illegible]46.[illegible]
017	1P CEMENT IN TREATED BASE MIXTURE	TON	[illegible].0000	140.030	11062.37
018	1P CL B OR CL C ASPH CONCR MIXTURE PA 22	TON	[illegible].0000	[illegible]6.66[illegible]	[illegible]776.[illegible]
019	1P ASPHALT CEMENT IN MIXTURE PA 22	TON	[illegible]0.0000	1[illegible].[illegible]	[illegible]638.[illegible]
020	1P MEMBRANE WATERPROOFING	SQ YD	10.0000	[illegible],[illegible]0.[illegible]	[illegible],[illegible]05.[illegible]
021	1P 8-IN H SEWER PIPE	LIN FT	10.0000	[illegible]10.000	[illegible]1[illegible].00
022	1P 12-INCH SEWER PIPE	LIN FT	10.0000	[illegible],[illegible]44.000	[illegible]476[illegible].00
023	1P 1[illegible]-INCH SEWER PIPE	LIN FT	12.0000	1[illegible].[illegible]0	2941.[illegible]
024	1P 12-INCH CULVERT PIPE	LIN FT	17.0000	[illegible].00	[illegible]03.00
025	1P 18-INCH CULVERT PIPE	LIN FT	1[illegible].0000	0.000	320.00
026	1P CONCRETE MANHOLE	EACH	1[illegible]0.0000	6.000	[illegible]00.00
027	1P OIL SEPARATOR MANHOLE	EACH	[illegible]000.0000	1.000	3000.00
028	1P CONCRETE INLETS TYPE B	EACH	[illegible]0.0000	1.000	3[illegible]0.00
029	1P CONCRETE INLETS TYPE D	EACH	[illegible]0.0000	[illegible].000	[illegible]00.00
030	1P CONCRETE INLETS TYPE G-1	EACH	[illegible]03.0000	[illegible].000	3[illegible]0.[illegible]

DATE: 11 13 84 [illegible]. 01 9[illegible]	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS
CHECKED BY:	FORCE ACCOUNT
ENGINEER OR AUDITOR	TOTAL PAYMENTS

VOUCHER

Y DIVISION

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
CLACKAMAS	447[illegible]	[illegible]	
HIGHWAY	**FEDERAL AID PROJECT NO.**		
OSPOO	IX 9[illegible]313		
SECTION			
ISWEGO CRK (SUCKER CK) BRIDGE			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	A (6201)	B (x081)	C (y031)
	LUMP SUM	800[illegible].0000	[illegible].000	[illegible]00.00	[illegible]		
	LUMP SUM	[illegible]00.0000	17.000	1360.00	[illegible]00.00		
OTECTION AND DIR OF TRAFFIC	LUMP SUM	500.0000	100.000	5000.00	[illegible]	[illegible]00.00	
ONS	SQ FT	12.0000	[illegible]7.000	2004.36	[illegible]		
RRICADES	EACH	70.0000	21.000	1890.00	[illegible]00		
IL TRAFFIC BARRIER REFLEC	LIN FT	5.0000	605.000	3025.00	[illegible]00		
AIL TYPE I REFLECTORIZED	LIN FT	5.5000	1,110.000	7410.00	[illegible]		
RRUR SIGNS	EACH	[illegible].0000	1.000	[illegible]0.00	[illegible]		
	HOUR	[illegible]5.0000	1,021.25	[illegible]188.75	[illegible]28.75		
GRUBBING	LUMP SUM	[illegible]000.0000	100.000	[illegible]000.00	[illegible]000.00		
STRUCTURES AND OBSTRUCTIONS	LUMP SUM	[illegible]0.0000	100.000	3000.00			
VATION	CU YD	5.0000	[illegible],136.400	30818.00	[illegible]22.10		
ATION	CU YD	[illegible].0000	1,077.330	21546.60	[illegible]0.00		
DRED AND SLOPES	LUMP SUM	[illegible]000.0000	100.000	5000.00			
E	TON	12.0000	[illegible]66.[illegible]	[illegible]198.[illegible]			
MIXTURE	TON	[illegible]1.00	[illegible]2[illegible].[illegible]8	[illegible]3796.[illegible]			
REATED BASE MIXTURE	TON	[illegible].0000	[illegible]5.[illegible]00	[illegible]46[illegible].[illegible]			
REATED BASE MIXTURE	TON	[illegible].0000	1[illegible]0.000	11062.37	[illegible]		
L ASPH CONCR MIXTURE PA 22	TON	[illegible].0000	3,[illegible]56.66[illegible]	[illegible]3776.[illegible]			
ENT IN MIXTURE PA 22	TON	1[illegible].0000	187.[illegible]9[illegible]	[illegible]0638.[illegible]	[illegible]2.[illegible]		
TERPROOFING	SQ YD	10.0000	2,[illegible]20.[illegible]21	[illegible]2[illegible]0.20	[illegible]0.00		
PIPE	LIN FT	10.0000	219.000	21[illegible].00	[illegible]2.00		
R PIPE	LIN FT	10.0000	[illegible],795.000	[illegible]476[illegible].00	[illegible]62.00		
PIPE	LIN FT	12.0000	1[illegible]1.000	2941.00	[illegible]2		
VERT PIPE	LIN FT	17.0000	[illegible].000	[illegible]103.00	[illegible]		
VERT PIPE	LIN FT	1[illegible].0000	20.000	320.00	[illegible]		
N-OLE	[illegible]	1[illegible]0.0000	[illegible].000	[illegible]00.00	[illegible]		
OR MAN OLE	EACH	[illegible]00.0000	1.000	3000.00	[illegible]		
LTS TYPE A	EACH	[illegible].0000	1.000	350.00	[illegible]0.00		
LTS TYPE D	EACH	[illegible]0.0000	[illegible].000	[illegible]00.00	[illegible]		
FTS TYPE G-1	EACH	[illegible]00.0000	[illegible].000	3200.00	[illegible]		

TOTAL CONTRACT ITEMS	
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

CONTRACT NO. 9378

ESTIMATE NO.

PREFIX NO'S.

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

A
(6201)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE
031	1P CONCRETE INLETS TYPE C-2	EACH	00.0000	2.000	1900.00
032	1P CONCRETE INLETS TYPE C-1	EACH	00.0000	14.000	7 00.00
033	1P CONCRETE INLETS TYPE C-2	EACH	00.0000	1.000	1 00.00
034	1P GUARD RAIL TYPE CB	LIN FT	10.0000	5.000	00.00
035	1P GUARD RAIL ANCHORS TYPE 1	EACH	00.0000	1.000	00.00
036	1P W II END PIECES TYPE C	EACH	0.0000	1.000	.00
037	1P EXTRA FOR GUARD RAIL BRD-CONNECTIONS	EACH	00.0000	1.000	00.00
038	8P CL-4' CH IN LIN FENCE	LIN FT	7.0000	05.000	5.00
039	8P CL-4' CH IN LIN FENCE MODIFIED	LIN F	9.000	.000	3083.00
041	1P CONCRETE WALKS	SQ YD	13.0000	1.170.300	15213.90
042	1P CONCRETE DRIVEWAYS	SQ YD	0.0000	1.000	248.00
043	1P CONCRETE CURB	LIN FT	0.0000	.000	1 7.00
044	1P CONCRETE ISLANDS	SQ YD	5.0000	7.000	547.50
045	1P EXTRA FOR ASPHALT DITCH LINER	SQ YD	5.0000	3.000	2330.00
046	1P CONCRETE BARRIER	LIN FT	5.0000	00.000	7650.00
046	6P CONCRETE BARRIER	LIN FT	5.0000	0.000	0000.00
047	1P ADJUSTING MANHOLES	EACH	0.0000	6.000	1500.00
048	1P RECONSTRUCTING CONCRETE MANHOLES	EACH	0.0000	3.000	1350.00
049	1P BRIDGE REMOVAL WORK	LUMP SUM	0000.0000	100.000	1 00.00
050	1P STRUCTURE EXCAVATION	CU YD	7.0000	1.17 .000	317 .00
050	6P STRUCTURE EXCAVATION	CU YD	7.0000	1.000	00.00
052	1P STRUCTURAL CONCRETE CLASS 3.00 KENTS 1-1	LUMP SUM	00000.0000	100.000	0000.00
053	1P STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	220000.0000	6.000	00.00
053	6P STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	220000.0000	.000	00.00
054	1P STRUCTURAL CONCRETE CLASS . 00	LUMP SUM	0000.0000	100.000	0000.00
055	1P EXPANSION JOINT TYPE A	LIN FT	0.0000	.100	11 .00
055	8P EXPANSION JOINT TYPE A	LIN FT	0.0000	14.000	00.00
056	1P CONCRETE IN RETAINING WALLS	CU YD	0.0000	2.000	1100.00
057	1P 65'/70' PRESTRESSED BEAMS	EACH	0.0000	3.000	00.00
057	8P 65'/70' PRESTRESSED BEAMS	EACH	7 .0000	1.000	00.00
058	1P 125'/130' PRESTRESSED BEAMS	EACH	12 .0000	.000	3 .00

DATE 11 13 84 PG. 02 9378

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS	
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

NT VOUCHER

WAY DIVISION

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9.7*

ESTIMATE NO. .*

FEDERAL AID PROJECT NO.

PREFIX NO'S.

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	A (6201)	B (X081)	C (Y031)
ETS TYPE C-2		EACH	50.0000	2.000	100.00			
ETS	TYPE C-1	EACH	50.0000	14.000	700.00			
ETS	TYPE C-2	EACH	0.0000	4.000	100.00			
TYPE 26		LIN FT	10.0000	35.000	350.00			
ANCHORS	TYPE I	EACH	50.0000	1.000	50.00	50.00		
IECES	TYPE C	EACH	0.0000	1.000	0.00			
GUARD RAIL BRIDGE CONNECTIONS		EACH	0.0000	1.000	0.00	5.00		
IN LINK FENCE		LIN FT	7.0000	1[illegible].000	5.00			
IN LINK FENCE	MODIFIED	LIN FT	9.4000	[illegible].030	3083.20			
		SQ YD	13.0000	1,170.300	15213.90			
		SQ YD	0.0000	21.000	248.00			
		SQ YD	10.0000	[illegible].400	1[illegible].00			
CUM		CU YD	35.0000	47.400	1647.50			
SLOPES		SQ YD	5.5000	423.000	2330.00			
ASPHALT	DITCH LINING	SQ YD	5.0000	1[illegible].000	7650.00			
BARRIER		LIN FT	5.0000	3[illegible].000	16000.00			
BARRIER		LIN FT	5.0000	3[illegible].000	15000.00			
MANHOLES		EACH	0.0000	6.000	1560.00			
UCTING CONCRETE	MANHOLES	EACH	0.0000	3.000	1350.00			
MOVAL WORK		LUMP SUM	1[illegible].0000	100.000	1[illegible].00			
EXCAVATION		CU YD	7.0000	1,17[illegible].000	31[illegible].00			
EXCAVATION		CU YD	7.0000	[illegible].000	10[illegible].00			
L CONCRETE CLASS 3300	BENTS 1-1	LUMP SUM	60000.0000	100.000	[illegible]0000.00			
L CONCRETE	CLASS 3300	LUMP SUM	220000.0000	[illegible].000	125200.00			
L CONCRETE	CLASS 3300	LUMP SUM	220000.0000	[illegible].000	[illegible]500.00			
L CONCRETE	CLASS [illegible]00	LUMP SUM	[illegible]0000.0000	100.000	[illegible]0000.00			
N JOINT TYPE A		LIN FT	1[illegible]0.0000	[illegible].100	11[illegible].00			
N JOINT TYPE A		LIN FT	1[illegible]0.0000	14.000	[illegible]60.00			
IN RETAINING	WALLS	CU YD	[illegible]0.0000	72.400	13100.00			
PRESTRESSED	BEAMS	EACH	[illegible]00.0000	3.000	21[illegible]0.00			
PRESTRESSED	BEAMS	EACH	72[illegible].0000	1.000	[illegible]00.00			
PRESTRESSED	BEAMS	EACH	127[illegible].0000	.000	7[illegible]3[illegible].00			

TOTAL CONTRACT ITEMS	[illegible]5
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

PG. 02 9378

5-

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9378

ESTIMATE NO.

FEDERAL AID PROJECT NO.

PREFIX NO'S.

(6201)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	
058	BP 125'/130' PRESTRESSED	BEAMS	EACH	12[illegible]0.0000	1.000	12[illegible].00	
059	1P 130'/135' PRESTRESSED	BEAMS	EACH	13[illegible]0.0000	[illegible].000	[illegible]500.00	
059	BP 130'/135' PRESTRESSED	BEAMS	EACH	13[illegible]0.0000	[illegible].000	[illegible]600.00	
060	1P 4'x35'/40' PRESTRESSED	SLABS	EACH	[illegible]1[illegible]0.0000	[illegible].000	[illegible]504[illegible].00	
060	BP 4'x35'/40' PRESTRESSED	SLABS	EACH	[illegible]1[illegible]0.0000	[illegible].000	156[illegible].00	
061	1P 4'x40'/45' PRESTRESSED	SLABS	EACH	[illegible]1[illegible]0.0000	6.000	85[illegible]0.00	
061	BP 4'x40'/45' PRESTRESSED	SLABS	EACH	3[illegible]0.0000	5.000	16[illegible]0.00	
062	1P 4'x45'/50' PRESTRESSED	SLABS	EACH	3[illegible]0.0000	6.000	[illegible]1000.00	
062	BP 4'x45'/50' PRESTRESSED	SLABS	EACH	[illegible]0.0000	[illegible].000	28[illegible]0.00	
063	1P 4'x50'/55' PRESTRESSED	SLABS	EACH	[illegible]0.0000	[illegible].000	11[illegible]0.00	
064	1P REINFORCEMENT		LUMP SUM	[illegible]0.0000	[illegible].000	[illegible]480.00	
064	BP REINFORCEMENT		LUMP SUM	6[illegible]0.0000	1[illegible].000	11[illegible]29.00	
065	1P COATED REINFORCEMENT		LUMP SUM	2[illegible]0.0000	[illegible].000	22100.00	
065	BP COATED REINFORCEMENT		LUMP SUM	2[illegible]0.0000	1[illegible].000	3900.00	
066	1P RLINF IN RETAINING	WALLS	LB	[illegible].0000	1,121.630	560.82	
067	1P REINFORCED CONCRETE BRIDGEEND PANELS		SQ YD	[illegible]5.0000	[illegible]28.000	7095.00	
068	1P 1 1/2-INCH ELECTRICAL	CONDUIT	LIN FT	5.0000	774.000	[illegible]70.00	
069	1P 2-INCH ELECTRICAL	CONDUIT	LIN FT	[illegible].0000	100.000	690.00	690.00
070	1P REMOVAL OF EXISTING SIGN	INSTALLATIONS	LUMP SUM	[illegible]0.0000	100.000	45[illegible].00	450.00
071	1P MOVE AND REINSTALL	EXISTING SIGNS	LUMP SUM	220.0000	100.000	[illegible]20.00	220.00
072	1P WOOD SIGN POSTS		LUMP SUM	[illegible].0000	100.000	[illegible].00	375.00
073	1P WORK ZONE SIGN	MOUNTING SIGNS	SQ FT	11.0000	71.[illegible]00	[illegible]23.40	823.40
074	1P TYPE C D ND R	SIGNS IN PLACE	SQ FT	13.0000	[illegible].000	[illegible].50	306.50
075	1P TYPE EE SIGNS IN PLACE		SQ FT	13.0000	1[illegible].000	[illegible].00	234.00
076	1P TYPE H AND I SIGNS	IN PLACE	SQ FT	15.0000	77.500	1[illegible].00	1,[illegible]0.00
077	1P TYPE U SIGNS IN PLACE		LUMP SUM	[illegible]00.0000	100.000	[illegible]000.00	8,000.00
078	1P ROADWAY LIGHTING POLES & BRACKET [illegible]		LUMP SUM	24[illegible]0.0000	100.000	[illegible]400.00	2,400.00
079	1P LUMINAIRES AND BALLASTS		LUMP SUM	[illegible]0.0000	100.000	[illegible]700.00	4,700.00
080	1P SWITCHING CONDUIT WIRING LAMPS ETC		LUMP SUM	[illegible]0.0000	100.000	58000.00	
081	1P TRAFFIC SIGNAL INSTALLATN COMPLETE		LUMP SUM	[illegible]1.0000	100.000	5[illegible]0.00	
082	1P FIRE PRE-EMPTION SYSTEM COMPLETE						
					TOTAL CONTRACT ITEMS	494,[illegible]39.82	19,494.00
					% RETAINED ON CONTRACT ITEMS		4
					FORCE ACCOUNT		

DATE 11 13 84 PG. 03 9378

PREVIOUS VOUCHER NO.

CHECKED BY:

VOUCHER	COUNTY	CONTRACT NO. 937	ESTIMATE NO.	PREFIX NO'S.
AY DIVISION	HIGHWAY	FEDERAL AID PROJECT NO.		
	SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	A (6201)	B (X081)	C (Y051)
PRESTRESSED	BEAMS	EACH	12730.0000	1.000	12730.00			
PRESTRESSED	BEAMS	EACH	13300.0000	5.000	66500.00			
PRESTRESSED	BEAMS	EACH	13[illegible]0.0000	[illegible].000	[illegible]00.00			
PRESTRESSED	SLABS	EACH	7140.0000	[illegible].000	35040.00			
PRESTRESSED	SLABS	EACH	7[illegible]0.0000	5.000	15600.00			
PRESTRESSED	SLABS	EACH	3[illegible]0.0000	26.000	85800.00			
PRESTRESSED	SLABS	EACH	3300.0000	5.000	16500.00			
PRESTRESSED	SLABS	EACH	3[illegible]0.0000	6.000	21000.00			
PRESTRESSED	SLABS	EACH	[illegible]0.0000	[illegible].000	28000.00			
PRESTRESSED	SLABS	EACH	[illegible]0.0000	[illegible].000	11700.00			
NT		LUMP SUM	[illegible]0.0000	[illegible].000	[illegible]480.00			
NT		LUMP SUM	6[illegible]0.0000	[illegible].000	11529.00			
FORCEMENT		LUMP SUM	2600.0000	[illegible].000	22100.00		22,100.00	
FORCEMENT		LUMP SUM	2600.0000	[illegible].000	3900.00		3,900.00	
TAINING	WALL	LB	[illegible].0000	1,121,630	560.82			
CONCRETE	BRIDGE END PANELS	SQ YD	[illegible]5.0000	[illegible].000	7095.00		[illegible]	
ELECTRICAL	CONDUIT	LIN FT	5.0000	774.000	[illegible]70.00		[illegible]	
TRICAL	CONDUIT	LIN FT	[illegible].0000	100.000	[illegible]0.00		[illegible]	
EXISTING SIGN	INSTALLATIONS	LUMP SUM	[illegible]0.0000	100.000	690.00	690.00		
INSTALL	EXISTING SIGNS	LUMP SUM	[illegible]0.0000	100.000	450.00	450.00		
OSTS		LUMP SUM	[illegible]0.0000	100.000	[illegible]0.00	330.00		
I SIGN	MOUNTING FRMS	LUMP SUM	[illegible]0.0000	100.000	[illegible]0.00	270.00		
D "	SIGNS IN PLACE	SQ FT	11.[illegible]000	[illegible].000	[illegible]23.40	823.40		
NS IN PLACE		SQ FT	13.6000	[illegible].000	36[illegible].60	306.60		
I SIGNS	IN PLACE	SQ FT	13.0000	1.000	[illegible]3.00	234.00		
S IN PLACE		SQ FT	15.0000	77.500	12[illegible].00	1,[illegible]0.00		
HTING POLES &	BRACKET ARMS	LUMP SUM	[illegible]000.0000	100.000	[illegible]000.00	8,000.00		
AND BALLASTS		LUMP SUM	2[illegible]0.0000	100.000	[illegible]400.00	2,400.00		
CONDUIT WIRING	LAMPS, ETC	LUMP SUM	[illegible]00.0000	100.000	[illegible]700.00	4,700.00		
NAL INSTALLATN	COMPLETE	LUMP SUM	[illegible]80.0000	100.000	58000.00			52,000.00
PTION SYSTEM	COMPLETE	LUMP SUM	[illegible]1.0000	100.000	5508.00			[illegible],500.00
						(5%)	(83%)	(13%)
[illegible]. 03	937B		TOTAL CONTRACT ITEMS		494,839.82	19,494.00	411,845.82	63,500.00
			% RETAINED ON CONTRACT ITEMS				[illegible] 83[illegible].82	
			FORCE ACCOUNT			A	B	C

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	CONTRACT NO. 937K	ESTIMATE NO.	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	C (Y031)
		ORIGINAL AGREEMENT ITEMS					
30101	1P OB TR ..04 TRAINING		HR	.000	1,[illegible]1.000	1144.[illegible]	45.80
30201	1P SPECIAL WALL BACKFILL		CU YD	8.5000	1[illegible]7.000	1[illegible]7.[illegible]	46.71
30301	1P PREP RE DRIVING	SITE	LUMP SUM	[illegible]000.0000	100.000	[illegible]00.00	[illegible].55
30302	1P FURN PILE DRIVING	EQUIPMENT	LUMP SUM	19[illegible]3.0000	100.000	1[illegible].00	782.92
30303	1P FURN HP 10X42 STEEL	PILES	LIN FT	13. 000	1,045.000	14[illegible].50	5 16.24
30304	1P DRIVE STEEL PILES		LIN FT	1.1500	[illegible]4.00	655.39	2621
30305	1P TEMP PROT & DIR OF TR FF	FOR *END DETO	LUMP SUM	0.0000	100.000	6500.00	[illegible].55
30306	1P TEMP SIGNS	FOR DETOUR	SQ FT	1.0000	[illegible].00	1165.08	46.[illegible]
30307	1P FURNISH FLAGMEN FOR	WEEKEND DETOUR	HR	0.0000	[illegible].000	3520.00	[illegible].7
30401	1P MODIFY MICRO COMPUTER	SPECIF	LUMP SUM	[illegible].0000	100.00	996.00	39.76
30501	1P STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	1[illegible]70.0000	100.000	15170.00	606.20
30502	1P REINFORCEMENT		LUMP SUM	[illegible]0.0000	[illegible].000	2296.00	91.84
30502	1P REINFORCEMENT		LUMP SUM	[illegible]0.0000	1[illegible].000	504.00	20.16
30503	1P STEEL PILE ENCASEMENT		LIN FT	[illegible].0000	77.[illegible]00	3898.[illegible]	155.94
30504	1P CR FOR STR CONCR NOT USE[illegible]		LUMP SUM	22[illegible]0.0000-	100.000	[illegible]20[illegible].00-	<8[illegible]>
30505	1P CREDIT FOR REINF NOT USED[illegible]		LUMP SUM	2770.0000-	[illegible]2.000	2[illegible]1.[illegible]-	93.66
30505	1P CREDIT FOR REINF NOT USED[illegible]		LUMP SUM	2770.0000-	18.000	498.[illegible]-	(7.44)
30601	1P STRUCT CONCR CL 2200	DEL [illegible]1	CU YD	1[illegible]5.0000	104.[illegible]00	1[illegible]0[illegible].00	5220
30701	1P FURNISH PILE RIVING	EQUIPMENT	LUMP SUM	1[illegible] 6.[illegible]000	100.000	10936.[illegible]	437.46
30702	1P SPLICE STEEL PILES		EACH	21[illegible].2000	[illegible].000	17[illegible].[illegible]	[illegible].12
30703	1P FURN & INSTALL	PILE TIP REINF	EACH	1[illegible]5.2[illegible]00	11.000	17[illegible].7[illegible]	68.31
30704	1P DRIVE STEEL PILES		LIN FT	1.1500	2[illegible].[illegible]5	[illegible].[illegible]6	11.47
30801	1P DETOUR TRAFFIC DURING	PILE DRIVING	LUMP SUM	12[illegible]0.0000	100.000	1[illegible]00.00	42.00
30901	1P STRUCT CONC CL 3300	@ AT 14	LUMP SUM	32 [illegible]2.0000	100.000	3[illegible]92.00	[illegible].31.[illegible]2
30902	1P ADDED STRUCT CONC CL 3300	@ AT 1[illegible]	LUMP SUM	7[illegible]0.0000	100.000	7[illegible].00	28.00
30903	1P ADDED REINFORCEMENT	@ AT 14	LUMP SUM	[illegible] 2.0000	100.000	.00	23.28
30904	1P PILE ENCASEMENT		LIN FT	[illegible]0.5000	[illegible]0.000	[illegible]0[illegible].00	20.60
30905	1P CREDIT STATE FOR STRUCT CONC CL 3300		LUMP SUM	7[illegible]0.0000-	100.000	7[illegible].00-	<304.00>
						[illegible].67[illegible]	C 3,267.05

DATE 11 13 84 PG. 04 937K	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS
CHECKED BY:	FORCE ACCOUNT
ENGINEER OR AUDITOR	TOTAL PAYMENTS

	COUNTY	CONTRACT NO. 937A	ESTIMATE NO.	PREFIX NO'S.
OUCHER				
IVISION	HIGHWAY	FEDERAL AID PROJECT NO.		
	SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE
ENT ITEMS					
INING			.000	1,141.000	1144.[illegible]
ACKFILL		CU YD	8.5000	1,137.000	11[illegible]7.50
	SITE	LUMP SUM	2000.0000	100.000	[illegible]00.00
	EQUIPMENT	LUMP SUM	1953.0000	100.000	1953.00
STEEL	PILES	LIN FT	13. 000	1,048.000	14[illegible]1.50
ILES		LIN FT	1.1500	[illegible]97.000	655.39
R OF TR FF FOR REND DETR		LUMP SUM	0.0000	100.000	6500.00
	FOR ETOUR	SQ FT	1.0000	13.000	1165.08
	REF END DET UR	HR	0.0000	1[illegible].000	3520.00
N FOR		LUMP SUM	[illegible]6.0000	100.000	996.00
UMPUTE	SPECIF	LUMP SUM	1[illegible]70.0000	100.000	15170.00
CRETE	CLASS 3300	LUMP SUM	[illegible]0.0000	23.000	2296.00
		LUMP SUM	[illegible]00.0000	1[illegible].000	504.00
		LIN FT	3.5000	77.[illegible]00	3898.[illegible]
CEMENT		LUMP SUM	22[illegible]0.0000-	100.000	22[illegible].00-
NCR NOT USE		LUMP SUM	2770.0000-	82.000	2271.40-
INF NOT USED		LUMP SUM	2770.0000-	18.000	498.60-
INF NOT USED		CU YD	1[illegible]5.0000	104.[illegible]00	1[illegible]0.00
CL 2200	DEL [illegible] 1	LUMP SUM	1[illegible] 6.[illegible]000	100.000	10936.[illegible]0
RIVING	EQUIPMENT	EACH	21[illegible].2000	[illegible].000	17[illegible].[illegible]
ILES		EACH	1[illegible]5.2500	11.000	1767.75
	PILE TIP REINF	LIN FT	1.1500	2[illegible]9.25[illegible]	[illegible]0.50
ILES		LUMP SUM	1200.0000	100.000	1200.00
C DURING	PILE DRIVING	LUMP SUM	32 2.0000	196.000	3292.00
L 3300	S RT 14	LUMP SUM	7[illegible]0.0000	100.000	7[illegible]0.00
CONC CL 3300	RT 1[illegible]	LUMP SUM	[illegible] 2.0000	100.000	[illegible].00
RCEMENT	RT 14	LIN FT	[illegible]0.5000	[illegible]0.000	2[illegible]0.00
NT		LUMP SUM	7[illegible]0.0000-	100.000	7[illegible]0.00-
FOR STRUCT CONC CL 3300					[illegible],676.[illegible]

. 04 937A	TOTAL CONTRACT ITEMS
	% RETAINED ON CONTRACT ITEMS
	FORCE ACCOUNT
	TOTAL PAYMENTS

(L-3"3)

C (Y031)	B (x031)	A (6201)
45.80	721.22	377.78
46.71	735.78	385.41
[illegible].35	4,410.00	2,310.00
782.92	12,330.99	6,459.09
5[illegible]0.84	9,085.23	4,758.93
26.21	412.90	216.28
[illegible]60.00	4,095.00	2,145.00
7[illegible].[illegible]	734.00	384.48
[illegible]4.[illegible]	2,217.60	1,161.60
39.[illegible]	627.48	327.68
[illegible]20.20	9935.10	5,204.10
91.84	1,446.48	757.68
20.16	317.52	166.32
155.94	2,456.12	1,286.54
<[illegible]8[illegible].[illegible]>	<3,904.10>	<7,283.10>
<[illegible]3.[illegible]>	<1,430.98>	<749.56>
<7.94>	<314.12>	<164.54>
522.00	8,221.50	4,306.50
437.46	6,890.00	3,609.04
[illegible]9.12	1,089.65	570.77
68.31	1,075.88	563.56
[illegible]1.47	180.58	94.59
42.00	756.00	396.00
[illegible]31.[illegible]	2,073.96	1,086.36
[illegible]8.00	441.00	231.00
23.28	366.66	192.06
[illegible]0.[illegible]0	1,272.60	666.60
<304.00>	<4,788.00>	<2,508.00>
C	B	A
3,267.05	51,456.04	26,953.17
	[illegible],676.[illegible]	

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	937A		
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

(Y031)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	
30906	1P CREDIT STATE FUR	REINFORCEMENT	CUMP SUM	738.0000-	100.000	738.00-	29.52
31201	1P INSTALL & BACKFILL	4-INCH CMP	LIN FT	40.0000	10.000	400.00	16.00
31203	1P CONST 22-INCH ACCESS	HOLE	LUMP SUM	150.0000	100.000	150.00	6.00
31201	1P ADDED CURB DEPTH		LIN FT	4.1000	2[illegible]7.700	543.82	23.75
31301	1P REMOVE & REPLACE RAMP &	CURB TYP I LINE	LUMP SUM	10.0000	100.000	10.00	36.00
31401	1P FURN & INSTALL ADDED	DECK DRAINS	LUMP SUM	1[illegible].0000	100.000	1048.00	41.92
31501	1P REM CURB & ADD SIDEWALK	RAMP	LUMP SUM	7.0000	100.000	697.00	27.88
31601	1P CK TO DEL WELDING	OF JOINT	LUMP SUM	50.0000-	100.000	560.00-	20.00
31701	1P SPECIAL PIPE BACKFILL		CU YD	8.0000	16[illegible].400	1390.60	55.62
31801	1P REM SEWER LINE FROM OLD	MANHOLE	LUMP SUM	4[illegible]00.0000	100.000	4250.00	170.00
31901	1P INSTALL FILTER FABRIC		SQ YD	1.2700	7[illegible].000	7[illegible].71	29
32001	1P FURN [illegible] RIGHT SIGNS		EACH	2.[illegible]	[illegible].000	108.00	4.32
32002	1P FURN TRAFFIC CONES		EACH	11.[illegible]	1[illegible].000	176.25	7.05
32003	1P FURN FLAGGING 3 T		HOUR	3.0000	47.000	1541.00	61.64
32004	1P FURN FLAGGING 0 T		HOUR	0.0000	[illegible].000	1100.00	44.00
32005	1P FURN 3/4 T PICKUP		HOUR	10.7[illegible]5	63.000	677.25	27.09
32101	1P INSTALL ADDED REBAR AT	BTS 1 THRU 4	LUMP SUM	182[illegible].2[illegible]	100.000	1823.27	72.93
32201	1P REM TREE & RESTORE	AREA	LUMP SUM	[illegible]0.0000	100.000	3490.00	139.60
32301	1P PLACE ADDED CONCRETE	MENTS 1-7A	LUMP SUM	[illegible]668.0000	100.000	4668.00	186.72
32401	1P ADJUST BARRIER		LUMP SUM	[illegible]75.0000	100.000	275.00	11.00
32402	1P CONST EARTH MOUND		LUMP SUM	[illegible]35.0000	100.000	235.00	9.40
32501	1P ADJUST FENCE		LUMP SUM	175.0000	100.000	175.00	7.00
32601	1P ADDED SUBSTRUCTURE	WORK	LUMP SUM	4[illegible]4.0000	100.000	4834.00	193.36
32701	1P TELEPHONE INSERTS		LUMP SUM	[illegible]0.0000	100.000	[illegible]00.00	24.00
32801	1P REVISE WHEEL CHAIR RAMP	LOCATION	LUMP SUM	230.0000	100.000	[illegible]30.00	9.20
32901	1P REMOVE DIRT FROM	LANDSCAPE AREA	LUMP SUM	[illegible]7.0000	100.000	467.00	18.68
33001	1P REDRILL HOLES AT BT 12		LUMP SUM	[illegible]0.0000	100.000	400.00	16.00
33101	1P REVISE METAL SUPPORT	SIGN NO 1	LUMP SUM	0.0000	100.000	850.00	34.00
33201	1P CLAIM SETTLEMENT		LUMP SUM	12[illegible]0.0000	100.000	12[illegible].00	48.00
	ADJUSTMENT ITEMS					31,709.90	[illegible].36

DATE 11 13 84 Pg. 65 937A	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS
CHECKED BY:	FORCE ACCOUNT
ENGINEER OR AUDITOR	TOTAL PAYMENTS

	COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
OUCHER		9378		
VISION	HIGHWAY	FEDERAL AID PROJECT NO.		
	SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	C (Y031)	63% B (X081)	37% A (6201)
UK	REINFORCEMENT	LUMP SUM	738.0000	100.000	738.00	(29.52)	(46.94)	(27.54)
ILL	6-INCH CMP	LIN FT	40.0000	40.000	400.00	16.00	25.20	14.80
CCESS	HOLE	LUMP SUM	150.0000	100.000	150.00	6.00	94.50	49.50
TH		LIN FT	23.0000	2357.700	543.82	23.75	374.11	195.96
CF RAMP &	CURB AND GUTTER	LUMP SUM	567.0000	100.000	567.00	36.00	567.00	297.00
ADDED	DECK DRAINS	LUMP SUM	660.2400	100.000	1048.00	41.92	660.24	345.84
SIDEWALK	RAMP	LUMP SUM	439.1100	100.000	697.00	27.88	439.11	230.01
ING	OF JOINT	LUMP SUM	352.8000	100.000	560.00	(22.40)	(352.80)	(184.80)
						55.62	876.08	458.90
BACKFILL		CU YD	8.5000	163.600	1390.60	170.00	2677.50	1,402.50
FROM OLD	BRIDGE	LUMP SUM	4250.0000	100.000	4250.00	29.11	458.46	240.14
FABRIC		SQ YD	1.2700	77.000	97.79	4.32	68.04	35.64
HT SIGNS		EACH	2.0000	54.000	108.00	7.05	111.04	58.16
URES		EACH	11.0000	16.000	176.25	61.64	970.83	508.53
T		HOUR	3.0000	514.000	1541.00	44.00	693.00	363.00
O T		HOUR	6.0000	184.00	1104.00	27.09	426.67	223.49
UP		HOUR	10.7000	63.000	677.35	72.73	1,146.66	601.62
REBAR AT	BTS 1 THRU 7A	LUMP SUM	1823.2700	100.000	1823.27	119.60	2,117.00	1,151.00
STORE	AREA	LUMP SUM	3490.0000	100.000	3490.00	126.92	2,940.84	1,540.44
ONCRETE	RENTS 1-7A	LUMP SUM	4668.0000	100.000	4668.00	11.00	173.25	90.75
R		LUMP SUM	275.0000	100.000	275.00	9.45	148.05	77.55
OUND		LUMP SUM	235.0000	100.000	235.00	7.00	110.25	57.75
		LUMP SUM	175.0000	100.000	175.00			
UCTURE	WORK	LUMP SUM	4834.0000	100.000	4834.00	193.36	3,045.42	1,595.22
RTS		LUMP SUM	0.0000	100.000	400.00	24.00	378.00	198.00
CHAIR RAMP	LOCATION	LUMP SUM	250.0000	100.000	250.00	9.20	144.90	75.90
ROM	LANDSCAPE AREA	LUMP SUM	467.0000	100.000	467.00	18.62	294.21	154.17
AT BT 12		LUMP SUM	400.0000	100.000	400.00	16.00	252.00	132.00
SUPPORT	SIGN NO 1	LUMP SUM	0.0000	100.000	850.00	34.00	535.50	280.50
NT		LUMP SUM	1200.0000	100.000	1200.00	48.00	756.00	396.00
ITEMS					31,709.90	1,163.35	19,9[illegible]	10,463.9[illegible]
							31,709.90	

05 9378	TOTAL CONTRACT ITEMS	
	% RETAINED ON CONTRACT ITEMS	
	FORCE ACCOUNT	
	TOTAL PAYMENTS	

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

C
(Y031)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	
0001A	1P LIQUIDATED DAMAGES		DAY	300.0000-	3.000	900.00-	
0001B	1P TIME EXT APPROVED	2-27-84	DAY	300.0000	3.000	900.00	
0002A	1P CONC ADJ BENT #1	RT SB	CU YD	200.0000	0.171	34.20	
0002B	1P CONC ADJ BENT #1	RT SB	CU YD	179.2105	0.771	71.76	
	FORCE ACCOUNT ITEMS						
801	1P TEMP STRIPING & REMOVAL	0A002.03				7237.51	889.50
802	1P ROCK BANK REMOVAL	TRAFF SIGNAL				1367.20	53.89
803	1P FURN EQUIPMNT: INST TEMP	TRAFF SIGNAL				11792.32	411.69
804	1P RECONSTRUCT 2	MANHOLE				1782.80	71.32
805	1N RECONSTRUCT 3	MANHOLE				1942.20	
806	1P INST GLARE SHIELDS ON	LUMINAIRES				465.95	13.31
807	1P ROADWAY ILLUMINATION	REVISIONS				14192.84	567.71
808	1P MATRLS FOR COMPRESSION	STRUT				1640.12	65.60
809	1P RELOCATE 12" WATERLINE	ON MOVEY AVE				2522.77	100.91
810	1P REM FORM & EXCA. BACKFILL REFORM CURB					496.82	19.87
811	1P REMODEL TRANSVERSE	EXPANS JOINTS				3476.95	139.08
812	1P PATCH BRIDGE	DECK				480.20	19.21
813	1P SEEDING & MULCHING	00305				2875.00	115.00
814	1P ADDED BRIDGE DRAINAGE					1761.37	70.45
815	1P SPLASH BLOCKS, SEALER, & METAL PLATE					1704.76	68.19

	Type Code	"P" Construction Cost	N Cost	Total Cost
A	6201	593,924.19		
B	X081	1,138,214.59	2408.30	
C	Y031	73,506.46		
Total Cost		1,805,645.24	2408.30	

GROSS RETAINAGE		
TREASURER EFT		
ART RETAINAGE		52,718.93
	1,808,053.54 TOTAL CONTRACT ITEMS	1754334.61
	% RETAINED ON CONTRACT ITEMS	
	FORCE ACCOUNT	53719.93
	TOTAL PAYMENTS	1,808,053.54

DATE	11 13 84 PG. 05 037X
PREVIOUS VOUCHER NO.	44505
CHECKED BY:	DG/CSM
ENGINEER OR AUDITOR	J STREET

VOUCHER

Y DIVISION

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	C (Y031)	B (X082)	A (6201)
AMAGES		DAY	00.0000	.000	00.00			
ROVE	2-27-84	DAY	00.0000	.000	00.00		624.00	
T AID	NT 53	CU YD	00.0000	.170	00.00			
T AID	NT 53	CU YD	170.4118	.77	131.76			
OUNT ITEMS								
& REMOVAL	9A002.03				7237.57	889.50	4 559.67	2,388.40
EMOVAL	TRAFF SIGNAL				1367.20	53.89	848.74	444.57
NT: INST TEMP	TRAFF SIGNAL				11792.32	411.69	7 429 16	3,891.47
2	M NHO				1780.80	71 32	1 123.11	588 32
3	M NHOLE				1992.20			
SHIELDS ON	L-MIN-LEG				465.95	13 87	293.55	153.73
UMINATION	REVISIONS				14192.84	567.71	8,741.49	4,683.64
COMPRESSION	STRUT				1640.12	65.60	1 033.28	541.24
" WATERLINE	ON MOVEY AVE				2527.77	100.91	1 589.35	832.51
EXCA. BACKFILL	REFORM CURB				496.82	14.87	313.00	163.95
NSVERSE	EXPNS JOINTS				3476.95	139.08	2 190.48	1,147.39
E	P.C.I.				480.70	19.21	302.56	158.49
ULCHING	44305				2875.00	115 00	1 811.25	948.75
E DRAINAGE					1761.37	70.45	1 109.66	581.26
KS. SEALER, & METAL PLATE					1704.76	68.19	1 074.00	562.57

Construction Cost	N Cost	Total cost	
~~593,924.19~~			
1,138,214.59	2408.30		
73,506.46		CROSS RETAINAGE	
		TREASURER REPORT	
1,805,645.24	2408.30	NET RETAINAGE	53,718.93
		1,808,~~053~~ 535.54 TOTAL CONTRACT ITEMS	1754334.61
		% RETAINED ON CONTRACT ITEMS	
		FORCE ACCOUNT	53714.93
		TOTAL PAYMENTS	1,808,053.54

3362.11

53,718.93

44565

CSM

9378 11-10-84 C Item

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. Contract No. 9380	N.Basin Ave.-N. Going St. Multnomah County	11/2/84
Western Mixing Co. Contract No. 9655	Buford Ridge Rd.-Forest Boundary Wallowa County	11/2/84
Fremont Construction, Inc. Contract No. 9664	Warner Rock Production Lake County	11/6/84
Schrader Const. Co., Inc. Contract No. 9378	Oswego Cr. (Sucker Cr.) Br. Clackamas County	11/9/84
Willamette-Western Corp. Contract No. 8862	Col. R. Br. (S. Channel Br.) Multnomah County	11/15/84
R & R Excavating Co., Inc. Contract No. 9788	Pac. Hwy. W. @ SW 30th Ave. (Portland) Multnomah County	11/19/84
Clarke Electric, Inc. Contract No. 9665	West 1st Ave.-SPTC X'ing. (Eugene) Lane County	11/20/84
Wildish-Corvallis Const. Co. Contract No. 9395	Lantana Ave.-Witham Hill Drive Benton County	11/26/84
The Kaspac Corp. dba Kaspac Industries Contract No. 9544	Dalles, Monmouth-Independence Pavement Marking Project Polk County	11/28/84
Bracelin-Yeager Excavating & Trucking Contract No. 9662	Retz Creek Slide Curry County	11/28/84

Contractor and Contract No.	Section and County	Acceptance Date
Dennis Snyder, Contractor Contract No. 9598	Rainier Slide Columbia County	11/28/84
Hamilton Construction Contract No. 9291	Willamette R.(Marion St.) Br. Polk & Marion Counties	11/30/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$55,809,109.36	$103,871,516.57
Anticipated Costs	$53,945,018.52	$106,294,213.09
% Overrun (Underrun)	-3.3%	+ 2.3%

November 10, 1984

Warren E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9378

F

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: OSWEGO CREEK (SUCKER CREEK) BRIDGE	WEEK ENDING: April 21, 1984
		SECTION PREFIX: 003-1032
	HIGHWAY: OSWEGO	COUNTY: CLACKAMAS
NAME OF JOB: OSWEGO CREEK(SUCKER CREEK)BRIDGE	KIND OF WORK: GRADING, PAVING, STRUCTURES, SIGNING, ILLUMINATION AND SIGNALS	
CONTRACTOR: SCHRADER CONSTRUCTION COMPANY	CONTRACT NUMBER: 9378	FEDERAL AID PROJECT NUMBER: IX-9565(13)
DATE OF CONTRACT: OCTOBER 16, 1981	DATE WORK STARTED: OCTOBER 28, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS *529	CALENDAR DAYS USED 529
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: *$2,147,442.38	ENGINEERING AUTHORIZATION *$262,050.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $1,885,391.83	ENGINEERING COST TO DATE $324,433.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,989,907.45		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN 5.5 %	PERCENT OF AUTHORIZATION 125.8%	MAY 24, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	SIGNING	ILLUMINATION	SIGNALS
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.37	0.37		0.44	
MILES PARTIALLY COMPLETED	0.37	0.37		0.44	
MILES COMPLETED	0.37	0.37		0.44	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,465 CY	3,830 T		2,950 T	
TOTAL QUANTITIES CORRECTED TO DATE	5,103 CY	3,558 T		3,356 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,103 CY	3,558 T		3,356 T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Bridge # 409B Bts 1 thru 7A Bents 7 thru 15 Bents 15 thru 18 Retaining Wall

Parts of Structure	Bents	Superstru	Bents	Superstru	Piers	Superstru	Footings	Stems
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Showers	1		
MONDAY 16	Cloudy	1		
TUESDAY 17	Cloudy	1		
WEDNESDAY 18	Cloudy	1		
THURSDAY 19	Showers	1		
FRIDAY 20	Cloudy	1		
SATURDAY 21		1		

RECEIVED
APR 23 1984
CONSTRUCTION SECTION

CE F OM
CAE CA
FOE IS
OCS TC
SCR FE
BRO CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Apr 15 SUNDAY	No Activity
Apr 16 MONDAY	No Activity
Apr 17 TUESDAY	No Activity
Apr 18 WEDNESDAY	No Activity
Apr 19 THURSDAY	No Activity
Apr 20 FRIDAY	No Activity
Apr 21 SATURDAY	No Activity

REMARKS

PROJECT STATUS: All work completed. Traffic signals activated 5/24/83. Semi-Final Estimate submitted 10/11/83.

ANTICIPATED NEXT WEEK: Continue working on miscellaneous claim letters.

Third Notification submitted. This will be the last WEEKLY REPORT!!

SIGNED Jerry C. Street LOCATION Portland, Oregon
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9378

February 27, 1984

CON

Schrader Construction Co., Inc.
5711 E Burnside St.
Portland, OR 97215

Time Extension Request
Oswego Creek (Sucker Creek) Bridge
Contract No. 9378
FAP No. IX-9565(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have indicated that your previous request for an additional 120 calendar days due to the required foundation redesign did not appropriately consider the resultant shifting of certain operations into a different season of the year. We granted the 120 calendar day time adjustment requested. A review of project records indicates your current request to be correct. An additional contract time adjustment of nine calendar days is therefore granted to provide for seasonal differences in performing the work.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Jerry Street w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: February 21, 1984

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: OSWEGO CREEK (SUCKER CR.) BRIDGE
CONTRACT NO. 9378

Attached is a time extension request from the contractor, Schrader Construction Company, with his backup data, and Jerry Street's letter of explanation with his analysis and recommendation.

This is the third time extension request on this job. The contractor was granted 120 days due to significant redesign of most of the footings on the viaduct and the bents on the south side of the main span. This revised the contract time from 400 to 520 calendar days. The contractor used 529 days and a second request was submitted, based on Lake Oswego water line conflicts. This request was denied due to the delays being adequately covered by a stop work order.

This current request is based on the delay in the substructure redesign early in the job and the fact that this pushed some of the grading and finishing work into late fall and winter, with the resultant inefficient use of work time during that period. Jerry Street has pinpointed some specific times and events, and agrees that 9 additional days can be justified. Jerry's analysis seems logical and reasonable, and I recommend we grant the 9 days due to the reasons listed in the last part of Jerry's letter.

2-24-84

W. E. Schwartz -

I concur with Region and Project Mgr. First request, for which an added 120 c.d. were granted, did not allow for shifting grading and paving work into less efficient weather conditions. I recommend granting a 9 c.d. time extension.

O. B. Jackmond

MC/gw
cc Jerry Street

RECEIVED
FEB 23 1984
CONSTRUCTION SECTION

GE, CAE, FOE, OCC, SCS, SSO, DM, CA, LS, TC, FS, CP

81-125-1367

9378

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(13)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71440

2A. COUNTY NAME: Clackamas

6. TO: 1-23-84

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/23/84

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker) Bridge

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/18/84, contingent upon modification of Project Agreement if additional funds are required, I approve the revised costs for City of Lake Oswego's water main relocation to a TEC of $19,483.20 Federal Funds $16,560.72.

(Increase TEC $2,979.20 Federal Funds $2,532.72)

RECEIVED
STATE HWY ENGR
FEB 2 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/23/84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

F

January 18, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Main Relocation
City of Lake Oswego
Oswego Creek (Sucker Cr.) Bridge Section
Oswego Highway
Clackamas County
Project No. IX-9565(13)

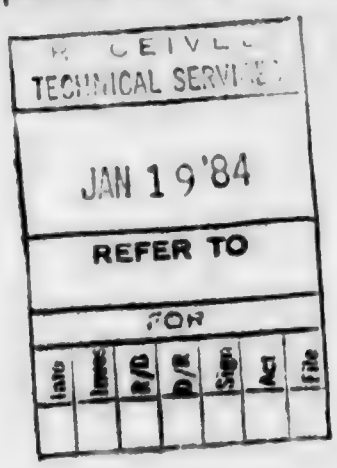
Reference is made to D.E. Swan's letter of April 5, 1983 which submitted an estimate of cost for the relocation of the City of Lake Oswego's water main in McVey Avenue and to your Letter of Approval and/or Authorization, dated April 8, 1983 which approved participation in the estimated cost of $16,504. Copies of my letter and your PR-1240 are attached.

The relocation of the City's water main has been completed and a final billing of cost, in the amount of $19,833.53, received. The relocation costs have been audited by our Accounting Section and an adjustment of -$350.33 made for final cost of $19,483.20. The final cost of $19,483.20 exceeds the estimated cost of $16,503.08 by $2,980.12 or 18.01%. The City, in a letter dated September 9, 1983, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The City of Lake Oswego has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $19,483.20 is requested.

JMC/DES/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Ted Inloes
Rich Evans



9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 10, 1984

In Reply Refer To
File No.:

ANDY COTUGNO
Metropolitan Service District
527 SW Hall
Portland, OR 97201

FUNDING ADJUSTMENT FOR LAKE
OSWEGO CREEK BRIDGE PROJECT

Our records indicate the following MSD authority is available for the Lake Oswego Bridge project:

Preliminary Engineering	$ 98,855
Right-of-way	37,635
Construction	1,827,498
Reserve	126,139
TOTAL	$2,090,128

The latest estimate to complete in Federal funds is as follows:

Engineering	98,855
Right-of-way	37,635
Construction	1,873,500
TOTAL	$2,009,900

It is requested that you shift $46,002 of the reserve into the construction, leaving a reserve amount of $80,137.

The remaining reserve will be distributed pursuant to the attachment.

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
JAN 11 1984
MAN. ASST. ____ PROJECT UNIT ____
REFER TO ____
FOR ____

THEODORE A. SPENCE
Plan & Planning Manager

734-1850

ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: Oswego Bridge Project

Jurisdiction: ODOT

Type of Federal Funds: (e(4)) FAU Other _____ State Match__ Local Match_____

Sponsor: ODOT

	MSD AUTHORIZATIONS FED. $	ESTIMATED COST FED. $
PE	98,555	98,855
R/W	37,635	37,635
Const.	1,827,498	1,873,502
Reserve	126,134	2,007,500
Total	2,090,128	

TOTAL ADDITIONAL FUNDS NEEDED: - 0 -

COMMENTS: Transfer $6,002 from Reserve to Const.
Leaving $50,177 in Reserve

RECOMMENDED ACTION: Use remaining Reserve to cover Short falls
on Allen Blvd interchange and S.W. 72nd Ave. Project
Allen Blvd match $ 245
72nd Ave match 30,872
39,117 to be shifted to other Projects
Leaving $50,177 - 39,117 or $11,060 in Reserve

1/21/84

Preparer

Date

9375 S

July 20, 1983

CON

Schrader Construction Co., Inc.
5711 East Burnside Street
Portland, OR 97215

Time Extension Request
Oswego Creek (Sucker Creek) Bridge
Contract No. 9378
FAP No. IX-9565(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 15 calendar days of contract time due to delays caused by certain utility relocation conflicts. A careful review of the project records indicates that these delays were adequately covered by the suspension of work order from March 18 to May 2, during which period contract time was not charged.

Your request is therefore denied. There remains nine calendar days of liquidated damages under this contract.

Should you wish to discuss this matter further, or to submit additional data, please contact Project Manager Jerry Street.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

RDC:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jerry Street w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 13, 1983

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: OSWEGO CREEK (SUCKER CR.) BRIDGE
Contract No. 9378

Attached is a time extension from the contractor, Schrader Construction Company, in which they are requesting 15 days, although the contract overrun is only 9 days. The contractor does not make a very good case as to why he is entitled to the 15 days he is asking for, simply citing an incident with an exposed 12 inch Oswego Water line.

Jerry Street has reviewed and analyzed the conflicts with the water lines, and it appears that the Stop Work Order was issued appropriately and should have taken care of these conflicts.

I agree with Jerry's analysis that no time is due the contractor for the reasons listed.

7-15-83

W. E. Schwartz -
I concur with Region and Project Mgr. that this request be denied.

MC/gw
Attachment
cc Jerry Street

RECEIVED
JUL 14 1983
CONSTRUCTION SECTION

CE CAE FOE OCS SCS EEO
OM CA LS IC FE CP

81-125-1387

9378

May 26, 1983

DES 22

Emerson Hamilton
Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97440

Dear Emerson,

In your May 23 letter, you asked me to provide you with a copy of a receipt which would certify that your supplier, Safetran Traffic Systems, Inc., received a copy of Revision Letter No. 2 on the Oswego Creek (Sucker Creek) project.

Bids were opened on this project October 8, 1982 and the need for Revision Letter No. 2 occurred on October 1, 1982. All bidding plan holders were contacted by telephone on October 1, 1982 and the Revision Letter was mailed to both the bidding plan holders and informational plan holders on that same date. Since there were only seven days until bid opening, Revision Letter No. 2 was mailed first class mail, as it was unlikely that all the receipt cards would be returned prior to bid opening on October 8.

In this particular case, Terry Stein, Schrader Construction, and Ken Hamilton, Hamilton Electric, were informed of the letter's content by telephone.

We assume that bidders will make sure that their subcontractors and suppliers are notified of any changes that might influence their prices.

I hope this information will assist you in resolving your apparent conflict with Safetran.

Sincerely,

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc/enc. J. H. Versteeg
Jack Sollis
Steve Macnab

SHM/ESH:ja

For Edie Hanlon's Information

and there exists an understanding that satisfactory traffic control devices will be installed prior to acceptance of the project. The advertising shall be done in accordance with the laws, specifications, regulations, and policies of the State in which the project is located and the applicable Federal requirements set forth in this directive and those implementing Title VI of the Civil Rights Act of 1964, under conditions that will assure free and adequate competition.

c. *The advertisement must be available to bidders a minimum of 3 weeks prior to opening of bids except that shorter periods may be approved by the Division Engineer in special cases when justified.* Longer advertising periods are desirable for large, complicated projects that will require considerable time for study and developing of cost data before realistic bids can be prepared. Advertising may include the mailing of notices or other advance information to a suitable mailing list of contractors.

d. *The State highway agency shall obtain the approval of the Division Engineer prior to issuing any addendums to the approved plans and specifications during the advertising period. The State highway agency shall provide such assurance as may be required by the Division Engineer that all bidders have received any such addendums.*

e. *Bidding procedures on a nondiscriminatory basis shall be afforded to all qualified bidders regardless of State boundaries and without regard to race, color, sex, or national origin. If any provisions of State laws, specifications, regulations, or policies may operate in any manner contrary to Federal requirements, including Title VI of the Civil Rights Act of 1964, to prevent submission of a bid, or prohibit consideration of a bid submitted by any responsible contractor appropriately qualified in accordance with Paragraph 8, such provisions shall not be applicable to Federal-aid projects. Where such nonapplicable provisions exist, notices of advertising, specifications, special provisions or other governing documents shall include a positive statement to advise prospective bidders of those provisions that are not applicable.*

ELECTRICAL CONTRACTING

May 23, 1983

Bid Items

RECEIVED
TECHNICAL SERVICES
MAY 24 '83
REFER TO
FOR
Info | Invoice | R/D | D/R | Sign | Appr | File

Mr. Ed Hunter
Assistant State Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Oswego Creek (Sucker Creek)
Project, O.S.H.D. #9378

Bidding

We are the electrical subcontractor to Schrader Construction Company on this project. One of our suppliers, Safetran Traffic Systems, Inc., claimed that they did not receive a copy of Revision Letter #2 and therefore did not include in their bid the items covered in this letter.

Attached is a copy of their letter to us stating they were a plan holder on this project. We understand that all plan holders are notified of Revision Letters by certified mail. Could you please send us a copy of the receipt for this letter by Safetran so that we can pass this information back to them. They will then release the equipment that is needed for this job.

If you have any questions, please contact us.

Very truly yours,

Emerson Hamilton

Emerson Hamilton

EH:grg
Enclosure
cc: Schrader Construction

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

SAFETRAN TRAFFIC SYSTEMS, INC.

1485 Garden of the Gods Rd.
P.O. Box 7009
Colorado Springs, CO 80933
(303) 599-5600

May 16, 1983

Hamilton Electric
P. O. Box 708
Eugene, OR 97440

Attn: Ms. Betty Hanson

Subject: Your p.o. 1392, Oswego Creek
S.O. T2301-004

Dear Betty:

I have received the copy you sent me of "Revision Letter No. 2" issued by the State on October 1, 1981, on the referenced job. Until today, no one in our Estimating, Marketing, or Engineering Departments had ever seen this revision, nor is there a copy of the letter in any of our files on this project.

Informational

The State is responsible for getting copies of revisions to all plan holders. We were on record as plan holders for this job. Most State and City agencies send such revisions by certified mail, to insure there is no question about who got them. Can the State prove we were informed of this change?

I'm sorry to dump this back in your lap, but illuminated signs are expensive, and we are understandably reluctant to incur further loss of profit on a job delivered almost a year ago.

Sincerely,

Betsy Morrison
Customer Service Manager

BM/bc

RECEIVED
TECHNICAL SERVICES
MAY 24 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sketch | Agr | File

9378
r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
4-8-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(13)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Clackamas
	5. ITEM NO. 71440	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/31/83	FAU 9565	Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker) Bridge

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 3/31/83 to proceed with the actual adjustments to the City of Lake Oswego's water main relocation on an actual cost basis estimated to be $16,504 Federal Funds $14, 028.

I approve the Agreement with the City of Lake Oswego.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

4/14

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO
Potter
FOR

info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/8/83	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Invest | R/D | D/R

April 5, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: for J. T. Gaither
D. E. Swan
Program Control Engineer

SUBJECT: Water Main Relocation
City of Lake Oswego
Oswego Creek (Sucker Cr.) Bridge Section
Oswego Highway
Clackamas County
Project No. IX-9565(13)

Here is a copy of an estimate of cost to adjust the City of Lake Oswego's water facilities dated March 23, 1983, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 31, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $16,504.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Jerry Street
Ted Inloes

9378

March 31, 1983

NOTED
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Main Relocation
City of Lake Oswego
Oswego Creek (Sucker Cr.) Bridge Section
Oswego Highway
Clackamas Highway
Project No. IX-9565(13)

RECEIVED
TECHNICAL SERVICES
APR 4 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Dear Mr. Lowe:

Confirmation of your verbal authorization for the City of Lake Oswego to proceed with the relocation of their water mains in McVey Avenue which are in conflict with this project as of March 31, 1983 is requested. An estimate of cost has been received from the City in the amount of $18,150. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate cost.

Advanced authorization date of
March 31, 1983 is approved

Thomas P. Lowe, Area Engineer

RECEIVED
APR 4 1983
RR & UTILITY UNIT

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Jerry Street
Ted Inloes
Pete Gonzalez

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

CON

DATE: January 6, 1983

AGENDA
JAN 18 1983
IA.5(c)

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oswego Creek (Sucker Creek) Bridge Section
Oswego Highway, Clackamas County
Contract No. 9378

This Interstate Transfer project is 81 percent completed as of December 1, 1982 and current estimates indicate that the final cost will exceed the project authorization by $212,700.00 or 11 percent.

Revision of the design of footings for the 15 bents of the southerly approach added more than $78,000 to the cost of the project. These revisions were necessary due to unforeseen subsurface conditions. Relocation of utilities, primarily a natural gas line and also involving relocation of an existing gas regulator station, cost over $45,000 more than was provided in the original authorization. Provision of a temporary signal became necessary to alleviate rush hour traffic problems for local residents, after deletion of a left-turn lane, added $8,500 to the cost of the project. Major revision of roadway illumination facilities in response to citizen complaints concerning glare amounted to $13,500 of unforeseen costs. The foregoing additional work incurred major additional engineering expenses. These, combined with minor overruns and underruns of other incidental items, for the remaining $67,700 of the total overrun first mentioned above.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $212,700.00 to a new total of $2,147,443.38. This matter will be on the consent calendar for the January 18 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: December 15, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Oswego Creek (Sucker Creek) Bridge Section
Oswego Highway, Clackamas County
Contract No. 9378

This Interstate transfer project is 81% completed as of December 1, 1982 and current estimates indicate that the final cost will exceed the project authorization by $212,700.00, or 11 percent.

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $212,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Jerry Street
R. D. Church
D. E. Swan

01-125-1307

Contains Recycled Materials

9378

B

CON

December 16, 1982

Schrader Construction Co., Inc.
7912 SE Powell Blvd.
Portland, Oregon 97206

Time Extension Request
Oswego Creek (Sucker Creek) Bridge
Contract No. 9378
FAP No. IX-9565(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 120 calendar days is granted due to the performance of additional foundation work done under price agreement on this project.

The revised time of completion of this contract is 520 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jerry Street w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

DATE: December 10, 1982 CON 5
9378

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Time Extension Request
Oswego Creek (Sucker Creek) Bridge
CON 9378

The contractor on the Oswego Creek Bridge Project requested a 120-calendar day time extension to complete the work. The project manager, Mr. Street, and the Region recommended approval of that request. I concur with that recommendation.

The project plans call for four stages of construction under each of which there is a logical sequence of construction operation. The contractor's work schedule was interrupted by foundation problems which resulted in a significant redesign of a large portion of the lab structure. That redesign altered the type of construction equipment required and when certain construction operations could be performed. We have identified that the impact of those changes extended over a period of 4½ months. The contractor's efforts were impacted to a varying degree over that period. I believe that the contractor's request for additional time is warranted and recommend granting of an additional 120 calendar days.

WJH:jrb 12-13-82

W.E. Schwartz –

I concur with Bridge, Region and Project Manager and recommend a time extension of 120 calendar days.

BJ Jackmond

RECEIVED
DEC 13 1982
CONSTRUCTION SECTION

CE CAE FOE QCS SCS EEO OM CA LS TC FE CP

Contains Recycled Materials

9378

Highway Construction 378-6318 FILE: CON 5

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

December 15, 1982

O. B. Jackmond

O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

Request for Increase in Project Authorization
Oswego Creek (Sucker Creek) Bridge Section
Oswego Highway, Clackamas County
Contract No. 9378

This Interstate transfer project is 81% completed as of December 1, 1982 and current estimates indicate that the final cost will exceed the project authorization by $212,700.00, or 11 percent.

Revision of the design of footings for the 15 bents of the southerly approach added more than $78,000 to the cost of the project. These revisions were necessary due to unforeseen sub-surface conditions. Relocation of utilities, primarily a natural gas line and also involving relocation of an existing gas regulator station, cost over $45,000 more than was provided for this work in the original authorization. Provision of a temporary signal became necessary to alleviate rush hour traffic problems for local residents after deletion of a left turn lane added $8,500 to the cost of the project and major revision of roadway illumination facilities in response to citizen complaints concerning glare amounted to $13,500 of unforeseen costs. The foregoing additional work incurred major additional engineering expenses. These, combined with minor overruns and underruns of other incidental items, form the remaining $67,700 of the total overrun first mentioned above.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $212,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:EHP:mk

Attach.

cc: E. L. Hardt
Jerry Street
R. D. Church
D. E. Swan

KBH

9378

3

STATE OF OREGON
ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILE

DATE: July 30, 1982

FROM: D. N. Stoudenmeyer
Design Supervisor

SUBJECT: Oswego Creek (Sucker Creek)
Bridge Section
Oswego Highway
Multnomah County

1 Versteeg ✓
Anderson
2 Adams
Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 30 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

On our recent traffic safety review two questions were raised on the subject project. The Project Manager had required the covering of existing black and white speed signs while the orange and black construction speed signs were in effect. He wondered if his action was correct.

His action was exactly correct and is covered by Standard Specifications Subsection 111.31 which states in part, "All appropriate existing guide and traffic control signs shall remain in operation . . . . All devices under these provisions normally are to be and are to remain the property of the contractor and they shall be moved, removed or made inoperative, such as covering of signs, as occasion dictates during the life of the contract."

The use of permanent mounted "Flagger Ahead" signs was questioned because on this particular job the Project Manager had found it necessary to install an additional ground mounted "Flagger Ahead" sign at the same location in order to get the proper reaction from the driving public.

Normally the permanent mounted signs operate very well. In this particular case there were some trees that partially hid the higher sign but did not cover the ground mounted sign.

It is recommended the permanent "Flagger Ahead" signs be retained but there are no objections to augmenting this with a temporary ground mounted sign on an individual basis when the occasion should demand it.

DNS:rlr

cc: D. O. Christensen

cc L. E George

81-125-1387

Contains Recycled Materials

TRA 10

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

TO: Marion Craft, Region I
Construction Engineer

FROM: Duane O. Christensen, P.E.
Construction Operations Engineer

DATE: July 9, 1982

Versteeg
Anderson
Adams
Olson
Sullivan
Terp'n
Trout

RECEIVED
JUL 12 1982
ROAD DESIGN SECTION

Do not file
Return To
Bring Up
Action

SUBJECT: Design Review Team on Traffic Safety in Highway and Street Work Zones

As discussed with you on Wednesday July 7, 1982, we would like to arrange for a review of traffic safety on three of your active projects on Wednesday July 28th. Each project should involve a different Project Manager.

The review team will consist of W. H. Kappus, FHWA; either W. G. Beard or D. H. Stoudenmeyer of Final Design; yourself; the Project Manager and myself. We will meet at your office at 9 a.m. If you can arrange to use your van it would be appreciated.

Some suggested projects might be:

Contract	Project	Proj. Manager
9378	Oswego Creek (Sucker Cr.) Br.	J. Street
9380	N. Basin/N Going	D. Jones
9400 & 9489	Fariss Rd.-Powell Boulevard	W. Hoffman

If you have any questions or other recommendations for projects to review, please contact me.

DOC:bk

cc: W. H. Kappus, FHWA
D. H. Stoudenmeyer
Don Adams

7:30 Wed. July 28th DOCK

Revisions ?
Accidents ?
Adequacy ?

Oswego Cr. Job
[Check legality of crossing Black + White Speed signs? ✓
[Value of permanent Flagger signs ?

Memo

1-125-1367

9378

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-18-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION	STATE VOUCHER NO.
	FHWA VOUCHER NO.
	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Bldg. Salem, OR 97310	*(For use of Paying Office)*
STATE Oregon	VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING
VOUCHER PERIOD FROM 6/30/77 TO 9/8/81	☐ OTHER PROGRESS ☒ FINAL VOUCHER (*)
	FEDERAL AID PROJECT NO. IX-H-9665(8)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
W36	$146,846.36	$144,521.53	85.80%	$123,999.47	$123,999.47	$ 0.00
823	115,216.57	115,216.57	85.80%	98,855.82	98,855.82	0.00
	$262,062.93	$259,738.10	85.80%	$222,855.29	$222,855.29	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE 6/18/82	BY V.E. Skaag, Controller DATE

REMARKS Oregon

P.E.

$ 0.00

FORM PR-20A (Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oswego (Lucker) Creek Bridge Section **Oswego Hwy. To Clackamas County**					
	Preliminary Engineering **Type Code P.E.** **State** W36 $144,521.53 823 115,216.57	All Required			$259,738.10	
	Nonparticipating Project Cost **Preliminary Engineering (State)**	All Required			$ 2,324.83	
	Total Project Cost				$262,062.93	
	Prepared based on Participating costs as shown on Federal Billing as of 6/17/82.					

AMOUNT CARRIED FORWARD . .

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
001-1964	1	F	-0070-001 APPR-010	20,450.00	736.81	699.16	88.15	616.31	616.31		
001-1966	1	HES	-0070-002 APPR-141	6,120.00	6,255.65	6,056.07	90.00	5,450.46	5,450.46		
002-1934	1	RF	-0150-015 APPR-073	46,520.00	54,162.22	53,542.59	78.19	41,864.95	41,745.28		119.67
	2	F	-0150-015 APPR-010	266,391.00	211,697.15	211,697.15	78.19	165,526.00	165,526.00		
002-1934			PREFIX TOTALS	312,911.00	265,859.37	265,239.74		207,390.95	207,271.28		119.67
002-1935	1#	U	-0050-009 APPR-032	4,515.06	12,130.25	5,262.31	85.80	4,515.06	4,515.06		
002-1951	1	F	-0901-001 APPR-010	248,600.00	255,101.45	255,075.70	85.80	218,854.95	216,572.10		2,282.85
002-1964	1	F	-0901-003 APPR-010	25,299.00	20,433.59	20,356.13	88.15	17,943.93	17,943.93		
002-1968	1	F	-0901-004 APPR-010	20,722.00	11,051.87	11,051.87	88.18	9,745.54	9,745.54		
003-1902	1	XI	-9565-007 APPR-823	42,500.00	38,551.81	37,815.08	85.00	32,142.82	32,142.82		
	2	XIO	-9565-007 APPR-772	17,000.00			85.00				
003-1902			PREFIX TOTALS	59,500.00	38,551.81	37,815.08		32,142.82	32,142.82		
003-1903	1#	HES	-0024-017 APPR-141	13,505.24	15,019.83	15,005.82	90.00	13,505.24	13,505.24		
003-1904	1#	HES	-0026-015 APPR-141	17,180.18	19,089.09	19,089.09	90.00	17,180.18	17,180.18		
003-1905	1#	M	-9565-008 APPR-W36	13,959.97	16,098.09	15,831.22	88.18	13,959.97	13,959.97		
003-1907	1	RRS	-0026-016 APPR-138	1,033.42	1,148.24	1,148.24	90.00	1,033.42	1,033.42		
003-1914	1	HES	-9761-002 APPR-141	4,680.00	5,016.11	5,016.11	90.00	4,514.50	4,514.50		
003-1918	1	XIO	-0026-025 APPR-772	60,500.00	58,693.64	58,293.21	85.00	49,549.23	49,549.23		
003-1919	1	XIO	-000C-023 APPR-772	13,685.00	12,871.13	12,733.80	85.00	10,823.73	10,823.73		
003-1920	1	NRD	-0032-001 APPR-174	3,000.00	113.12	113.12	75.00	84.84	84.84		
003-1927	1	F	-0026-028 APPR-010	32,710.00	6,280.31	6,280.31	88.18	5,537.98	5,537.98		
003-1928	1	F	-0024-034 APPR-010	78,670.00	61.86	61.86	88.18	54.55	54.55		
003-1929	1	HES	-9713-005 APPR-141	9,000.00			90.00				
003-1950	1#	M	-9565-005 APPR-W36	123,999.47	146,762.91	144,521.53	85.80	123,999.47	123,999.47		
	2	XI	-9565-005 APPR-823	98,855.82	115,216.57	115,216.57	85.80	98,855.82	98,855.82		
003-1950			PREFIX TOTALS	222,855.29	261,979.48	259,738.10		222,855.29	222,855.29		

OSWEGO CR BRIDGE — CONT NO 003 1950 296 00 N 9 — * FA PROJ NOS M 9565005 100 XI 9565005 — STATE — 222,855.29CR

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — NOVEMBER 1982 —

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	003	1950	298	00	N 9			222,855.29
	003	1950	901	00	P 1		2.92CR	11,372.34
	003	1950	901	00	P 2			39,217.75
	003	1950	901	00	N 1			377.67
	003	1950	902	00	P 1		32.41CR	10,701.89
	003	1950	902	00	N 1			879.48
	003	1950	905	00	P 1			23,593.45
	003	1950	906	00	P 1			13,757.09
	003	1950	906	00	P 2			53,246.53
	003	1950	907	00	P 1			114.75
	003	1950	909	00	P 1			3,547.53
	003	1950	910	00	P 1			1,734.47
	003	1950	910	00	N 1			124.09
	003	1950	911	00	P 1			12,106.66
	003	1950	911	00	N 1			6.90
	003	1950	912	00	P 1			341.95
	003	1950	913	00	P 1			471.75
	003	1950	914	00	P 1			2,578.77
	003	1950	916	00	P 1			4.40
	003	1950	918	00	P 1			553.38
	003	1950	919	00	P 1			1.30
	003	1950	920	00	P 1			166.31
	003	1950	921	00	P 1			3,629.74
	003	1950	922	00	P 1			82.13
	003	1950	923	00	P 1			32,476.56
	003	1950	923	00	P 2			22,752.29
	003	1950	923	00	N 1			601.54
	003	1950	925	00	P 1			1,693.10
	003	1950	926	00	P 1			20,096.02
	003	1950	926	00	N 1			74.90
	003	1950	932	00	P 1		5.00CR	
	003	1950	950	00	P 1			957.41
	003	1950	960	00	P 1			322.65
	003	1950	960	0C	N 1			176.80
	003	1950	980	00	P 1			4,217.88
			TOT	P1			40.33CR	144,521.53
			TOT	P2				115,216.57
			TOT	N1				2,241.38
			** JOB TOTALS **			**	40.33CR**	261,979.48 **

SALMON RIV RD-FROG LAKE CAMP — CONT NO 003 1994 296 00 N 9 — * FA PROJ NOS RF 0163005 100 — STATE — 50,620.77CR

003 1994 298 00 N 9

9378 L

Form 81-734-3200

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

1-9

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oswego Creek(Sucker Creek) Bridge Date June 3, 1982

Highway Oswego Contract No. 9378

County Clackamas Prefix 3-1032

Contractor Schrader Construction Co. F. A. Project No. IX-9565(13)

Address 7912 S.E. Powell Blvd. Portland, Oregon 97206 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To furnish and install materials for compression strut between piles as shown on attached Plan dated 5-19-82.

Location by station numbers:

Bent No. 14, Station 249+10 between Center and Right Center Steel Piles

Estimate of quantities and cost:

Labor	$ 600.00
Equipment	$ 100.00
Materials	$ 300.00
TOTAL	$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessary to brace Right Center Pile. It is our responsibility to correct this condition because of unoridinarily difficult pile driving conditions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,934,742.38
Present estimate of project costs, including $1,000.00 for work under this order	$ 2,006,980.08
Expected ~~XXXXXX~~ over-run amount	$ 72,237.70
Expected ~~XXXXXX~~ over-run per cent	3.73

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street, Project Manager
Resident Engineer

Approval Recommended: .....
Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved Marvin Cuff
Construction Engineer

SP*79604-734

DS 6-10-82

6-7-82

9378

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(13)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 71440

2A. COUNTY NAME Clackamas

6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-20-82

8. FEDERAL ROUTE NUMBER FAU 9565

9. STATE ROUTE NUMBER Primary 3

10. GENERAL LOCATION:

OSWEGO CREEK (Sucker Creek) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's May 13, 1982 letter, you are authorized to proceed with the actual adjustments to the City of Lake Oswego's 12-inch water main on an actual cost basis estimated to be $11,575; Federal funds $9,839. Since the utility is not adequately staffed or equipped to perform the approved work - and due to the constraints of the project work area, as well as potential delay to contract work - I concur that it is in the public interest to use the State's contractor, Schrader Construction Company, Inc., to perform the work on an actual cost basis.

I approve the agreement with the City of Lake Oswego.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED STATE HWY ENGR
MAY 24 '82
REFER TO
FOR
Info
Inves
R/D
D. R
Sign
Act
File

14. DATE 5-20-82

15. SIGNATURE OF APPROVING OFFICIAL G K Hansen

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

L.

RECEIVED
TECHNICAL SERVICES
MAY 18 '82
REFER TO
FOR
ENG
ROW 18-4

May 13, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Main Adjustment
City of Lake Oswego
Oswego Creek (Succor Cr.) Bridge Section
Oswego Highway
Clackamas County
Project No. IX-9565(13)

Here is a copy of an estimate of cost to lower the City of Lake Oswego's 12-inch water main, dated April 26, 1982, and a sketch showing their proposed relocation. The City does not have sufficient work forces available to accomplish the water main adjustment. They have requested that the State arrange for its highway project contractor to perform the work. The work will be done on an actual cost basis as contract Extra Work.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter advising the City that the State's contractor will perform the adjustment. An appropriate permit for the utility's proposed relocation will not be issued as the water line occupies City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,574.

JMC/DES/llr
Enclosure
cc: E. S. Hunter ✓
J. M. Cartwright

Hwy 3

STATE OF OREGON

INTEROFFICE MEMO

CON 5
9378

TO: Mr. Jack Sullivan
Specifications Engineer

FROM: John M. Tindall
Principal Structural
Design Engineer

DATE: April 9, 1982

1 Versteeg ✓
Anderson
Adams
Olson
2 Sullivan JMT APR 12
Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

SUBJECT: Footpath and Bicycle Trail Quantities for Oswego Creek (Sucker Cr.)Bridge
Bridge 409B

The following items are chargeable to footpaths and bicycle trails on the subject project:

ITEM	CONTRACT BID PRICES
Excavation	$ 10,200
Concrete	96,800
Prestress Slabs	76,600
Prestress Beams	31,650
Reinf. Steel	11,700
Coated Reinf. Steel	3,900
Pedest. Railing	8,000
Misc. Bid Items	2,450
Mobilization	13,700
TOTAL	$255,000

Width Varies _____

Length 936' _____

TDL:smd

cc Don Shaffer
Duane Ridings
Bob Church

Contains Recycled Materials
81-125-1387

9378

SUB # 9378 Contract R

NOTICE OF THE RIGHT TO LIEN

WARNING: READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

Date of mailing: 3/8/82

To: Oregon State Hiway Dept.
OWNER

438 Transportation Building, Salem, Oregon 97310
OWNER'S ADDRESS

This is to inform you that Senter Tool Service, Inc.
has begun to provide Rental Equipment
One Quincy QS-1200 CFM Compressor Plus Accessories and Diesel
delivered to job site in Lake Oswego

(description of materials, labor or services) ordered by Jackson Marine, 2000 E. Columbia, Vancouver, Wa.
for improvements to property you own. The property is located at:

State Hiway Project at Lake Oswego

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your property may still be subject to a lien unless the supplier providing this notice is paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

This notice has been sent to you by:

Name: Senter Tool Service, Inc.
Address: 5413 N.W. Columbia Blvd., Portland, Oregon 97218 *Phone:* 281 1151

IF YOU HAVE ANY QUESTIONS ABOUT THIS NOTICE, FEEL FREE TO CALL US.

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under Oregon's laws, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, the people who are owed money can look to your property for payment, EVEN IF YOU HAVE PAID YOUR CONTRACTOR IN FULL.

The law states that all people hired by a contractor to provide you with materials, labor or services must give you a notice of the right to lien to let you know what they have provided.

WAYS TO PROTECT YOURSELF ARE:

- *RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.*
- *LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.*
- *WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.*
- *GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property.*
- *CONSULT an attorney, a professional escrow company or your mortgage lender.*

NOTE: THIS FORM TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

no resp. nec. per Sallis RW

FORM No. 1159
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OL

9378 (MEMORANDUM) 3-2526

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION 3-18-82

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capital Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 7/2/80

TO 1/31/82

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9565(11)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$44,387.32	$44,276.19	85.00%	$37,634.76	$37,634.76	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 3/[illegible]/82

PASSED FOR PAYMENT

BY V.E. Skoog, Controller DATE

REMARKS

R/W

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oswego Creek (Sucker cr) Br. Clackamas County					
	Type Code Right of Way					
	Right of Way (Sta. 245+76.70 To Sta. 259+00)	All Required			$36,650.00	
	Right of Way Total R/W Cost				$36,650.00	
	Acquisition Expense					
	State	All Required			7,626.19	
	Total Participating Cost				$44,276.19	
	Nonparticipating Items					
	Acquisition Expense	All Required			111.13	
	Total Cost				$44,387.32	
	Participating costs are for right of way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	Right of Way plans approved by FHWA 12/8/80.					
	No revision necessary.					
	Prepared based on Participating costs as shown on Federal Billing as of 3/25/82.					

AMOUNT CARRIED FORWARD .....

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	002	2506	414	00	P 1			37.15
	002	2506	415	00	P 1			30.36
	002	2506	419	00	P 1			5.32
	002	2506	920	00	P 1		98.71	129.17
	002	2506	930	00	P 1			223.10
	002	2506	930	00	N 1			17.08
			TOT		P1		67,677.04CR	
			TOT		N1		67,849.33	133,609.64
			** JOB TOTALS **			**	172.29 **	133,609.64 **

STATE

OSWEGO CREEK (SUCKER CR SEC)	CONT NO		* FA PROJ NOS X1		565011 100			
	003	2526	296	00	N 9		2,838.77CR	37,634.76CR
	003	2526	298	00	N 9		2,838.77	37,634.76
	003	2526	401	00	P 1		2,500.00	36,650.00
	003	2526	407	00	P 1		3.30	2,774.46
	003	2526	412	00	P 1		73.35	611.79
	003	2526	414	00	P 1		544.89	2,844.70
	003	2526	415	00	P 1			21.02
	003	2526	426	00	P 1		73.15	167.76
	003	2526	430	00	P 1			191.59
	003	2526	920	00	P 1			45.40
	003	2526	930	00	P 1		106.56	969.47
	003	2526	930	00	N 1		104.59	111.13
			TOT		P1		3,301.25	44,276.19
			TOT		N1		104.59	111.13
			** JOB TOTALS **			**	3,405.84 **	44,387.32 **

STATE

S UNIT ASTORIA-CAMP RILEY	CONT NO		FA PROJ NOS F		206002 100			
	004	2511	296	00	N 9		4,836.30CR	202,830.08CR
	004	2511	298	00	N 9		4,836.30	202,830.08
	004	2511	401	00	P 1			111,121.00
	004	2511	401	00	N 1			22,227.00
	004	2511	402	00	P 1			9.47
	004	2511	403	00	P 1			126,301.00
	004	2511	403	00	N 1			3,952.00
	004	2511	404	00	P 1			3,700.00
	004	2511	405	00	P 1			24,894.00
	004	2511	405	00	N 1			15,700.00
	004	2511	407	00	P 1	66.94	1,810.31	27,037.58
	004	2511	407	00	N 1			150.00
	004	2511	409	00	P 1			568.80
	004	2511	411	00	P 1			1,946.49
	004	2511	412	00	P 1		444.67	3,233.77
	004	2511	413	00	P 1		8.19	877.00
	004	2511	413	00	N 1			12.82CR
	004	2511	414	00	P 1			15,878.43
	004	2511	415	00	P 1			3,638.58

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
001-2513	1 F	-0920-003 APPR-010	10,578.00	12,247.91	12,247.43	88.15	10,796.11	10,578.00	218.11 B	
002-2506	1# U	-0050-010 APPR-032		133,609.64						
003-2526	1# X1	-9565-011 APPR-823	32,634.76	44,387.32	44,276.19	85.00	37,634.76	37,634.76		
004-2511	1 F	-0206-002 APPR-010	295,838.00	392,264.18	349,996.04	85.80	300,296.60	295,838.00	4,458.60 B	
004-2516	1 F	-0206-005 APPR-010		2,850.21	2,850.21	88.15	2,512.46		2,512.46 A	
004-2517	1 F	-0001-012 APPR-010	54,653.00	43,320.74	43,320.74	88.18	38,200.23	38,200.23		
005-2503	1 FF	-0027-011 APPR-A12	1241,205.95	1775,584.51	1446,888.50	85.80	1241,430.33	1241,205.95	224.38 B	
	2 F	-0027-011 APPR-010	489,909.05	562,597.87	562,597.87	85.80	482,708.97	482,407.55		301.42
005-2503	PREFIX TOTALS		1731,115.00	2338,182.38	2009,486.37		1724,139.30	1723,613.50	224.38	301.42
005-2505	1 F	-0001-010 APPR-010	1,586.00	1,142.39	1,142.39	88.18	1,007.36	1,007.36		
008-2504	1 F	-0201-006 APPR-010		4,403.02	403.02	85.80	3,777.79		3,777.79 A	
009-2505	1 F	-0402-005 APPR-010	1153,195.00	1415,949.73	1355,080.89	85.80	1162,659.40	1153,195.00	9,464.40 B	
010-2533	1# F	-0020-001 APPR-010	4,774.10	5,582.02	5,564.22	85.80	4,774.10	4,774.10		
010-2539	1 F	-0014-008 APPR-010	61,705.00	41,343.35	40,891.65	88.15	36,045.99	35,992.46		53.53
010-2540	1 F	-0203-009 APPR-010	3,968.00	5,597.93	5,569.52	88.18	4,911.20	3,968.00	943.20 B	
010-2542	1 F	-0014-011 APPR-010		16,995.53	16,995.53	88.18	14,986.66		14,986.66 A	
010-2544	1 F	-0014-013 APPR-010		211.54	211.54	88.18	186.54		186.54 A	
012-2505	1 F	-0006-002 APPR-010	7,293.00	12,254.82	12,136.26	85.80	10,412.91	7,293.00	3,119.91 B	
012-2505	1 F	-0092-002 APPR-010	25,563.00	21,587.62	21,587.62	88.15	19,029.49	19,029.49		
012-2506	1 F	-8802-008 APPR-010	8,818.00	5,686.69	5,686.69	88.18	5,014.52	5,003.24		11.28
013-2501	1 F	-2104-005 APPR-010	17,636.00	18,955.37	18,705.37	88.18	16,494.40	16,494.40		
014-2510	1 F	-0024-021 APPR-010	176,300.00	160,397.67	157,346.07	88.15	138,700.56	138,682.85		17.71
014-2511	1 ERFO	-0326-001 APPR-099	168,000.00	96,975.28	89,689.21	100.00	89,689.21	89,336.68		352.53
015-2520	1 FF	-0015-001 APPR-A12	525,090.00	587,214.86	586,879.61	85.80	503,542.71	503,542.71		
015-2521	1 AASO	-0037-003 APPR-145	5,962.00	6,609.52	6,609.52	90.00	5,948.57	5,948.57		
015-2526	1 F	-0015-007 APPR-010		4,389.29	4,389.29	88.18	3,870.48		3,870.48 A	

9378

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-11-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(13)		
2. STATE PROJECT NO. See below		
3. FROM Dale B. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Clackamas
	5. ITEM NO. 71440	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/18/82	FAU 9565	Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker Creek) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 2/2/82 this will comfirm the advance approval date of 1/18/82 to proceed with the actual adjustments to Pacific Northwest Bell's buried telephone cable on an actual cost basis estimated to be $19,691 Federal Funds $16,737.

I approve the agreement with Pacific Northwest Bell.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
FEB 23 '82
REFER TO
FOR
Info | Invest | R/D | O R | Insp | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/11/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

NOTED
E. S. HUNTER

ROW 18-4

February 2, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe,
Area Engineer

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Buried Telephone Cable Relocation
Pacific NW Bell Telephone Company
Oswego Creek (Sucker Cr.) Bridge Section
Oswego Highway (FAU 9565)
Clackamas County
Project No. IX-9565(13)

RECEIVED
TECHNICAL SERVICES
FEB 4 '82
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Appl | File

Dear Mr. Lowe:

Here is a copy of an estimate of cost to relocate Pacific NW Bell's buried telephone cable which is attached to the existing structure dated December 31, 1981, and a sketch showing their proposed relocation.

The telephone cable is being removed and relocated as part of the mitigation for the adverse effect of the reconstruction of the structure on its historic value.

A copy of the relocation letter to the Company dated August 10, 1981 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There is a betterment derived from the proposed adjustment of the Company's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and

confirmation of your advanced authorization to proceed with the work January 18, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $16,737.

JMC/DES/llr
Enclosure

bc: E. S. Hunter ✓
J. M. Cartwright
Ted Inloes

9378

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-18-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(13)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 71440
2A. COUNTY NAME Clackamas	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/29/81	FAU 9565	Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker Creek) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Drill several exploratory holes along shoulder of Oswego Highway for Bridge foundation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~APPROVED PLANS~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/29/81 as requested in Mr. Keasey's letter of 1/7/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $4,000 Federal Funds $3,400.

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ver | File

Ord 1-28-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/18/82	G. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(13)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71440

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/27/81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker Creek) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Correction See below

13. REMARKS

My PR-1240 dated 11/3/81 for the subject project is corrected to read as follows:

TEC $33,880.49
F.F $28,800.00

RECEIVED
STATE HWY ENGR
DEC 4 '81
REFER TO Maehrens
FOR
Info | Invest | R/D | D.R | Sign | Act | File

aug 12/4

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/2/81	F. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378 Form 81-734-3308

L. 1

OREGON STATE HIGHWAY DIVISION

1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oswego Creek (Sucker Cr.) Bridge Section — Date November 17, 1981

Highway Oswego Highway — Contract No. 9378

County Clackamas — Prefix 3 - 1032

Contractor Schrader Construction Co., Inc. — F. A. Project No. IX-9565(13)

Address 7912 S.E. Powell Blvd.,Portland, Oregon 97206 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract

Description of work to be done:

To excavate material along left side cut bank in order to acquire the specified roadway width for Stage II Traffic Control.

This Work Has Started.

Location by station numbers:

Between "L" Stations 245+00 and 249+00.

Estimate of quantities and cost:

Labor	$ 750.00
Equipment	$1,250.00
Total	$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not shown in the Plans or discussed in the Special Provisions. It was found to be necessary upon making the final survey of Stage II Traffic Conditions. This is additional work to the Original Project and should be paid for on Extra Work Order basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,934,742.38
Present estimate of project costs, including $2,000.00 for work under this order	$1,934,742.38
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street (Jerry C. Street) Resident Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved ..... Construction Engineer

Approval Recommended: ..... Regional Engineer

SP*79604-734

DS 11-30-81

11-24-81

9378 11-3-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9565(13)

2. STATE PROJECT NO. See below

3. FROM: Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 71440

2A. COUNTY NAME: Clackamas

6. TO: Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-27-81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION: OSWEGO CREEK (SUCKER CREEK) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK: Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's October 28, 1981 letter this will confirm the advance approval date of October 27, 1981 to proceed with the actual relocation of Northwest Natural Gas Co.'s 4-inch gas main on an actual cost basis estimated to be $28,800 - Federal Funds $24,480.

I approve the agreement with Northwest Natural Gas Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

The above authorization does not require additional obligation of funds.

orig 11-3

RECEIVED
STATE HWY ENGR
NOV 5 '81
REFER TO Mechurg
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11-3-81	E. J. Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1518 11-3-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX -9565(13)

2. STATE PROJECT NO. See below

3. FROM: Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 71440

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-27-81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

OSWEGO CREEK (SUCKER CREEK) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of October 28, 1981, this will confirm the advance approval date of October 27, 1981 to proceed with the actual adjustment of Northwest Natural Gas Company's 6-inch gas main and primary regulator on an actual cost basis estimated to be $31,564 - Federal Funds $26,829.

I approve the agreement with Northwest Natural Gas Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

The above authorization does not require an additional obligation of funds.

RECEIVED
STATE HWY ENGR
NOV 5 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

B.H.C. 11-3

14. DATE: 11-3-81

15. SIGNATURE OF APPROVING OFFICIAL: E. J. Tulloch

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4378

October 28, 1981

ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Natural Gas Facility Relocation
Northwest Natural Gas Company
Oswego Cr. (Sucker Cr.) Br. Section
Oswego Highway (FAU 9565)
Clackamas County
Project No. IX-9565(13)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust a primary regulator and approximately 100-feet of 6-inch gas main, owned by Northwest Natural Gas Company, received September 21, 1981 and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated July 30, 1981 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 27, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $31,564.

RECEIVED
TECHNICAL SERVICES
OCT 28 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DES/JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9378

October 28, 1981

ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Natural Gas Facility Relocation
Northwest Natural Gas Co.
Oswego Cr. (Sucker Cr.) Br. Section
Oswego Highway (FAU 9565)
Clackamas County
Project No. IX-9565(13)

Here is a copy of an estimate of cost to remove and relocate a 4-inch gas main owned by Northwest Natural Gas Co., which is attached to the existing structure, received September 21, 1981, and a sketch showing their proposed relocation.

The 4-inch gas main is being removed as part of the mitigation for the adverse effect of the reconstruction of the structure on its historic value.

A copy of the relocation letters to the Company dated July 30, 1981, and August 7, 1981, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 27, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $28,800.

JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

RECEIVED
TECHNICAL SERVICES
OCT 28 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9378

HIGHWAY DIVISION - ODOT

October 13, 1981

F I L E

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 8, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 8, 1981 on the following projects:

1. Oswego Creek (Sucker Creek) Bridge
   Oswego Highway, Clackamas County
   Grading, Paving and Structure

   Intersection improvement. Street and structure widening to four 12-foot travel lanes and a 12-foot left-turn lane. Five-to-seven-foot sidewalks for pedestrian and bicycle traffic.

2. N. Jefferson Intchge.-N. Albany Intchge.
   Pacific Highway, Marion and Linn Counties
   Paving

   Primary overlay on freeway.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9378

L.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-8-2

TO: H. S. Coulter
State Highway Engineer

DATE: October 13, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Dual Left-Turn Movement
McVey Ave. at Oswego Highway
Oswego Hwy. #3, M.P. 6.70
Lake Oswego

This office has conducted an engineering study with respect to the installation of a double left-turn for the west approach on McVey Avenue at the Oswego Highway in Lake Oswego. The level of service for the McVey Avenue approach is "F" with a single left-turn lane and is "C" when two left-turn lanes are provided. Also, as would be expected, the total intersection delay is reduced since there are relatively few vehicles going through or making a right turn at the McVey Avenue approach. Total intersection net savings is over 12 hours.

If you concur with the proposed double left-turn for the west approach on McVey Avenue at the Oswego Highway in Lake Oswego, please approve and forward to R. W. Gormsen for his records. Please return an approved copy to this office.

L. E. George
Traffic Engineer

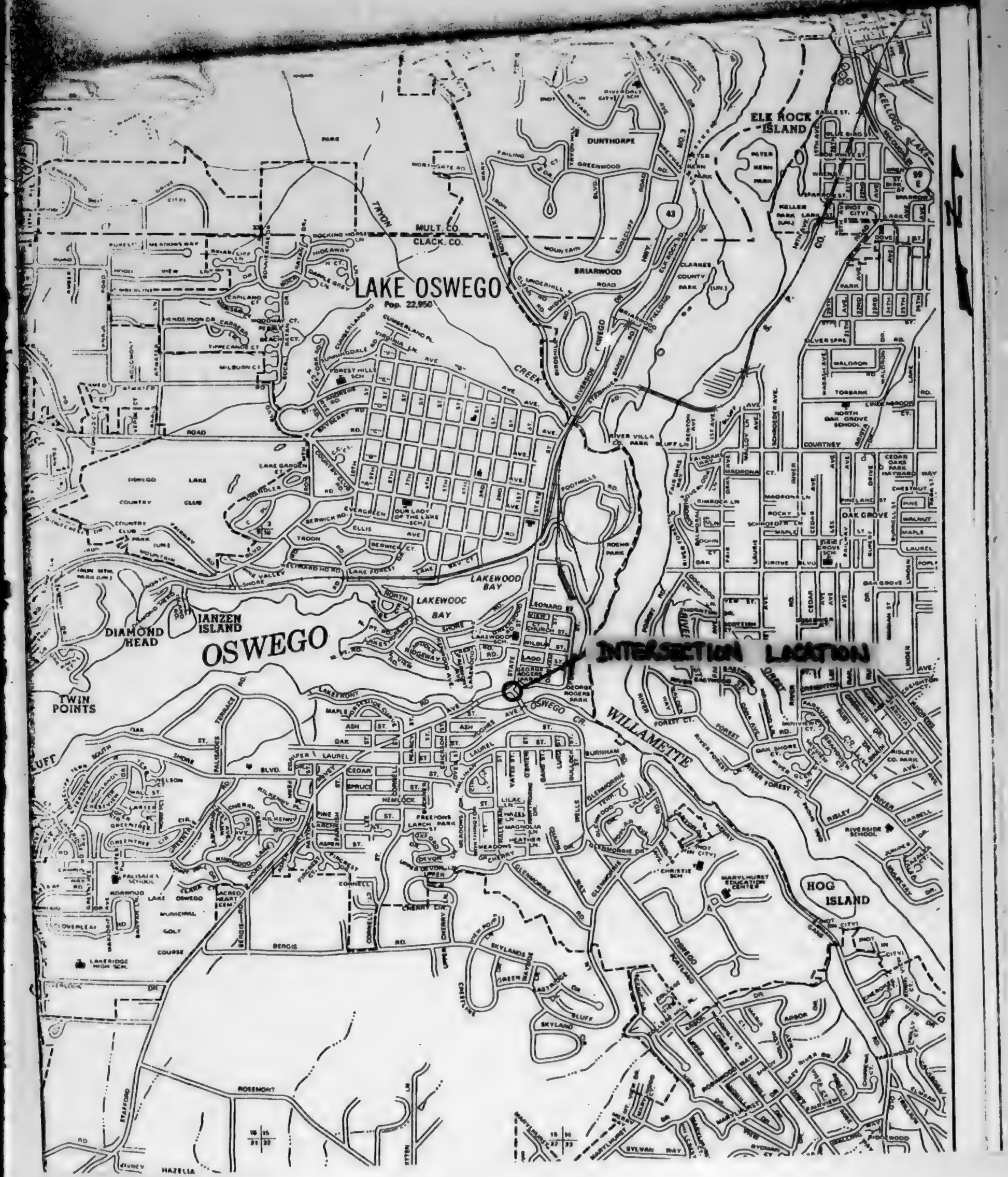
WB/db

orig. to Gormsen
cy George
file

RECEIVED
STATE HWY ENGR
OCT 14 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

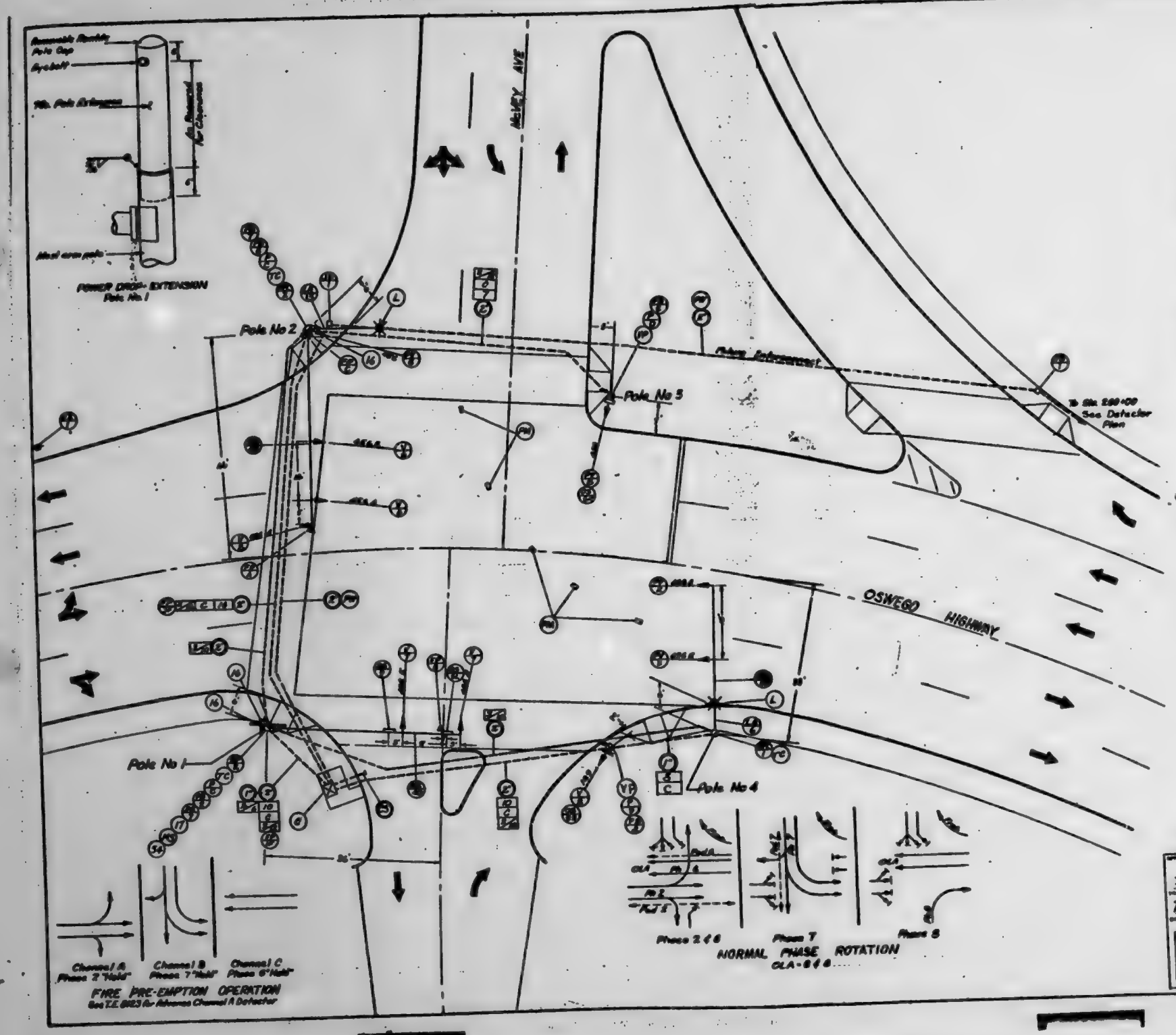
APPROVED
STATE HIGHWAY ENGINEER
Date 10/14/81

Entered in HSC
del. auth report
for Nov 81 minutes
fran


LAKE OSWEGO
Pop. 22,950
OSWEGO
INTERSECTION LOCATION
ELK ROCK ISLAND
DUNTHORPE
BRIARWOOD
MULT. CO.
CLACK. CO.
TRYON
CREEK
WILLAMETTE
DIAMOND HEAD
IANZEN ISLAND
TWIN POINTS
HOG ISLAND
LAKEWOOD BAY
OAK GROVE
RIVER VILLA PARK
ROSEMONT
HAZELIA
BERGIS
OSWEGO CR.
43

Reduced copy ; full size Map.

SIGNAL PLAN
OSWEGO HIGHWAY AT McVEY AVE



LEGEND

- Existing Power Pole (Power Source)
- C — Install Model 170 Controller in Model 332 Cabinet (Field Locate)
- B — Install 332-240 Wall Mount Base
- SC — Install Service Cabinet with One 40 Amp SPST Breaker and One 15 Amp SPST Breaker
- Install Type (T) signal Mast Arm Pole- Modified. See Special Provisions.
- Install Type (T) signal Mast Arm Pole with Luminaire Extension
- Install (L) Foot signal Mast Arm
- Install (L) Foot Luminaire Arm
- Install Vehicle Signal Pedestal
- TC — Install Terminal Cabinet
- Install (S) Inch Electrical Conduit
- Install 2 Inch Electrical Conduit Slab-Cap Both Ends
- Install (N) Number 14 Type THWN Wires
- Install (N) Number (G) Type 14 Wires
- Install One Number 6 Type THWN Wire-Signal System Common
- Install Phase (Ph) Vehicle Signal
- Install Phase (Ph) Programmed Vehicle Signal
- Install Type (T) Modified Pedestrian Signal
- Install Phase (Ph) Pedestrian Pushbutton with Sign
- Install Interior Illuminated Right Arrow "ONLY" Sign
- Install Interior Illuminated Left Arrow "ONLY" Sign
- Install Interior Illuminated "NO TURNS" Sign
- Install Interior Illuminated Left, Through, & Right Turn Arrow Sign-See Detail
- Install One No. 8 Galv. Stranded Steel Pull Wire. Coil One Foot Slack In Each Pull Box And In Controller Cabinet
- Install One Way Fire Pre-emption Detector-Channel (Ch)
- Install (N) Fire Pre-emption Feeder Cable
- Install 17" x 30" Concrete Pull Box with Cast Iron Cover Inscribed Traffic Signals
- Luminaire Unit - Mounting Ht. 25' See Luminaire Plan
- Install Name Directional Crystal Pavement (by Others)

Ph	Phase Shown	467	12"R, 12"Y, 12"GRN
N	Number Shown	468	12"R, 12"Y, 12"G
G	#6 Wire Size	A	Standard Pedestal
T	Type Shown	E	Elevator Pedestal
S	Size Shown	Ch	Fire Pre-emption Channel Shown
LED	8"R, 8"Y, 12"GRN	439	12"R, 12"Y, 12" GRN

- Install directional signs - See Sign Plans.
- Install pavement arrow with message - see detail

OREGON STATE HIGHWAY DIVISION

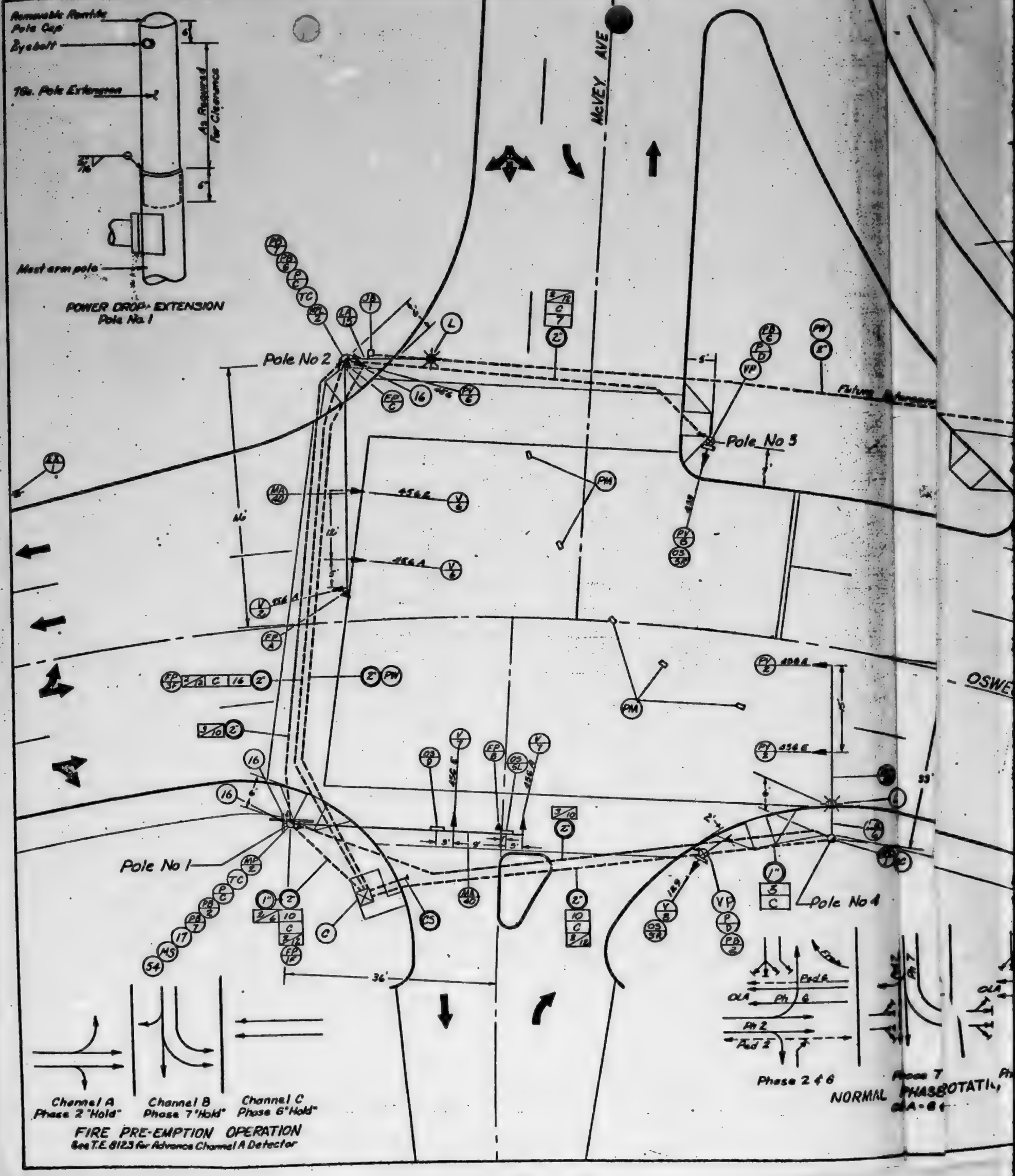
7/6/81

TRAFFIC SIGNAL INSTALLATION
OSWEGO CR. (SUCKER CR.) SEC.
OSWEGO HIGHWAY (FAU 9565)
CLACKAMAS COUNTY

DESIGNED BY
CHECKED BY

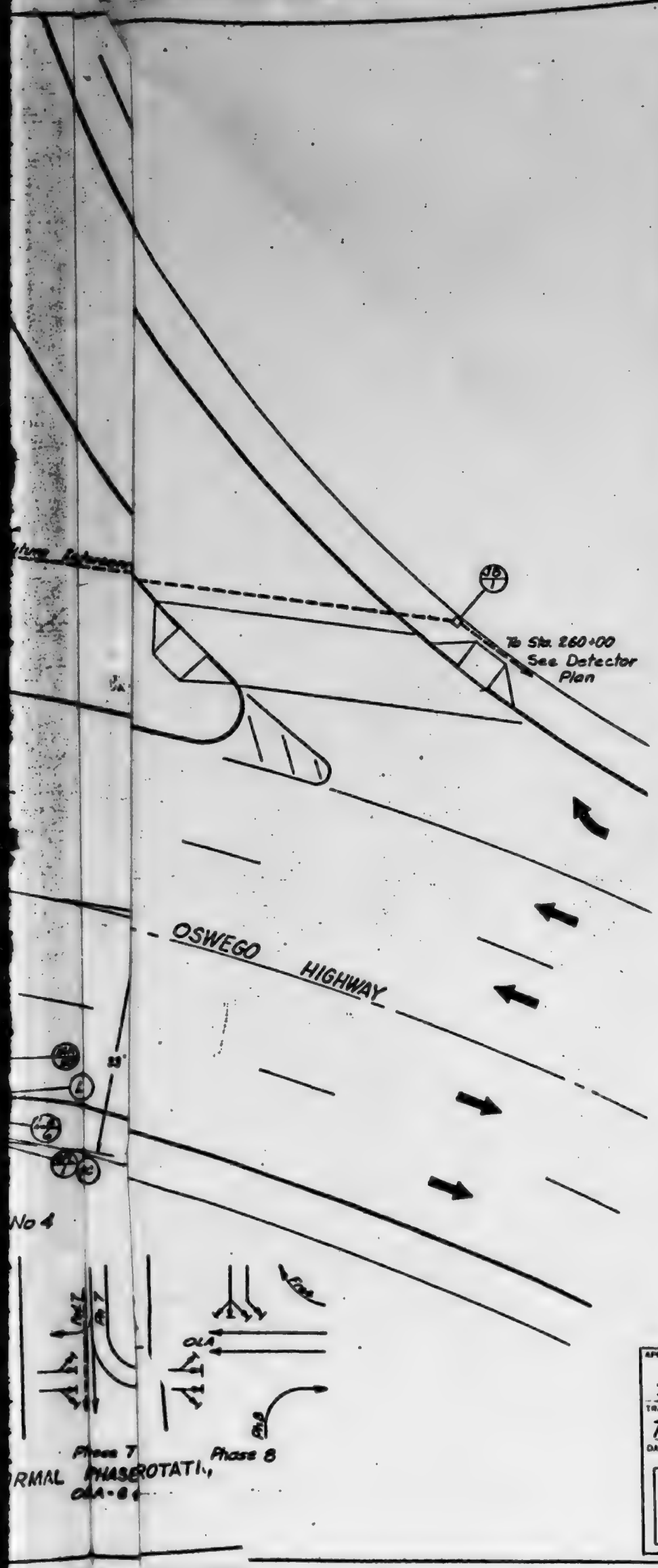
8122

POWER DROP - EXTENSION
Pole No. 1



SIGNAL PLAN
OSWEGO HIGHWAY AT McVEY AVE

SCALE 0 5 10 20 30 40 FEET



LEGEND

- (FA/P) Existing Power Pole (Power Source)
- (C) Install Model 170 Controller in Model 332 Cabinet (Field Locate)
- (MS) Install 120-240 Volt Meter Base
- (SA) Install Service Cabinet with One 40 Amp SPST Breaker and one 15 Amp DPST Breaker
- (MA/P) Install Type (T) signal Mast Arm Pole- Modified. See Special Provisions.
- (MA/P) Install Type (T) signal Mast Arm Pole with Luminaire Extension
- (MA/L) Install (L) Foot signal Mast Arm
- (LA/L) Install (L) Foot Luminaire Arm
- (VP) Install Vehicle Signal Pedestal
- (TC) Install Terminal Cabinet
- (S) Install (S) inch Electrical Conduit
- (CS) Install 2 inch Electrical Conduit Stub-Cap Both Ends
- [N] Install (N) Number 14 Type THWN Wires
- [N-G] Install (N) Number (G) Type TW Wires
- [C] Install One Number 6 Type THWN Wire-Signal System Common
- (V/Ph) Install Phase (Ph) Vehicle Signal
- (PV/Ph) Install Phase (Ph) Programmed Vehicle Signal
- (P/T) Install Type (T) Modified Pedestrian Signal
- (PB/Ph) Install Phase (Ph) Pedestrian Pushbutton with Sign
- (OS/SR) Install Interior Illuminated Right Arrow "ONLY" Sign
- (OS/SL) Install Interior Illuminated Left Arrow "ONLY" Sign
- (OS/7) Install Interior Illuminated "NO TURNS" Sign
- (OS/9) Install Interior Illuminated Left, Through, & Right Turn Arrow Sign-See Detail
- (PW) Install One No. 9 Galv. Stranded Steel Pull Wire. Coil One Foot Slack In Each Pull Box And In Controller Cabinet
- (FP/Ch) Install One Way Fire Pre-emption Detector-Channel (Ch)
- (FP/NF) Install (N) Fire Pre-emption Feeder Cable
- (JB/I) Install 17" x 10" Concrete Pull Box With Cast Iron Cover Inscribed Traffic Signals
- (L) Luminaire Unit - Mounting Ht. 35' See Illumination Plan
- (PM) Install Mono Directional Crystal Pavement Markers (By Others)

Ph	Phase Shown	451	12"R, 12"Y, 12"GVA
N	Number Shown	456	12"R, 12"Y, 12"G
G	AWG Wire Size	A	Standard Plumbizer
T	Type Shown	E	Elevator Plumbizer
S	Size Shown	Ch	Fire Pre-emption Channel
129	8"R, 8"Y, 12"GRTA	459	12"R, 12"Y, 12"GRTA

(16) Install directional signs - See Sign Plans.

(17) Install power drop extension- see detail

APPROVED

TRAFFIC ENGR.

7/6/81

DATE

DESIGNED BY

CHECKED BY

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
OSWEGO CR. (SUCKER CR.) SEC.
OSWEGO HIGHWAY (FAU 9565)
CLACKAMAS COUNTY

June 1981

ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 35009, 35010

8122

9378

October 13, 1981

MCC

John Godsey
Director of Public Works
City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Dear Mr. Godsey:

On October 8, 1981 we received a satisfactory bid from Schrader Construction Co., Inc., 7912 S.E. Powell Blvd., Portland, Oregon 97206 for the Oswego Creek (Tucker Creek) Bridge.

As specified in our Agreement No. 6187, the City shall pay 15 percent, which is the local matching share, of the estimated cost of the relocation of the 12-inch sanitary sewer line on the existing structure. Based on the Contractor's bid, we estimate the relocation costs to be:

Contractor's Bid	$10,896.44
Contingencies (4 1/2%)	490.34
Engineering (8%)	871.72
TOTAL ESTIMATED COST 12" SANITARY SEWER RELOCATION	$12,258.50

CITY SHARE: 15% of $12,258.50 = $1,838.78 or say $1,840.00

On the attached sheet we have described three methods of advance deposit. Please select an option and submit your advance deposit of $1,840.00 as soon as possible.

Very truly yours,

D. K. Swan
Operation Programming Engineer

KKH:pf
Attachment

bcc w/AD # 967: Jon Rose, Metro
Vern Skoog - Please return completed AD # 967 when advance deposit is received.

9-9-81

9378

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9565(13)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71440

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE: 9/9/81

8. FEDERAL ROUTE NUMBER: FAU 9565

9. STATE ROUTE NUMBER: Primary 3

10. GENERAL LOCATION:

Oswego Creek (Sucker Creek) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave, structures, illumination and signals

Unit 1 9-23-81

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Temp. & Perm. Pavement Striping S.F. $3,500
Remove Striping S.F. $600
Temporary Erosion control $100
Roadside Seeding & Mulching S.F. $850
on the job training $1,600
Signal control testing $1,250
"OPTICOM" Testing $1,000
State Furnished Software $500
Retest and Turn on Signals $750

13. REMARKS

After concurrence in award you are authorized to proceed wtih those items listed above as shown in your Estimate.

Mr. Swan's 9/9/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,841,200 Federal Funds $2,415,000.

A singed copy of the Title Sheet is returned herewith.

(Funds from 81 Supplemental allocation)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/9/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 8, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 71440
Project No. IX-9565(13)
Oswego Cr. (Sucker Cr.) Bridge Section
Clackamas County

Attached support data consists of PR-1 forms, project maps, and traffic signal warrents for intersection of McVey Ave.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 8, 1981.

The project concept is based on the April 25, 1980 letter to you from Mr. F.B. Klaboe, Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

The funds for this project are to come from the FY '81 supplemental allocation.

CL:bkc
Attachments

cc: R.N. Bothman (Metro)
J. Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner
General Files

Form 734-3122

a

Budget Bureau No. 41-R7

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

9-8-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) (21) | ADT | PRESENT | FUTURE (66) | YEAR (70)(71)(72) | REGION | STATE NAME

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	SR 43, Ladd Ave. (Lake Oswego), S.E. 0.4 mi.	ADT	14,800	-----	----	10	Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62) | NATL. FOREST (63)(68) | FH ROUTE NO. (69)(70) | SURV AGCY (69) | UA CLASSIF. (70) | UA AREA (73) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) (14–28) | NUMBER (28–37)

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SURV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER
Grade, Pave, Str., Illum & Sig.								IX-	9565

CARD 4 — CLASS OF FEDERAL FUNDS | COUNTY NAME

CLASS OF FEDERAL FUNDS	COUNTY NAME
Interstate Substitutions General Fund	Clackamas

NAME OF URBAN AREA (17–31): Portland

ROUTE NO. U | FEDERAL-AID (32): 9565 | STATE (36)(37): 3 | U.S.: ---

CARD 5

LINE NO. (1–4)(5)	CHANGE CODE (10)	PROJECT CODE (11)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS 85% (67–76)	STATE FUNDS	OTHER FUNDS
1				PE		"Oswego Cr. (Sucker Cr.) Bridge Section"					
3				ROW					(I-80N) (I-505)		
5				CONST (CODE) 6201 X081 Y030 Y031			0.43	2,841,200	2,415,000	423,800	2,400 (C
							0.43	2,841,200	2,415,000	423,800	2,400 (C

CARD 1 — CODE 1 — PREPARED BY: C.L. — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 10-4-79, 10-1-80

REMARKS: Additional Data: I M

3-1950

Budget Bureau No. 41-R2067; Approval Expires February 28, 19XX

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-81)

9-8-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
3, Ladd Ave. (Lake Oswego), S.E. 0.4 mi.	ADT	14,800	-----	----	10	Oregon	41	772	71440
			(68)	(70) (71) (72)			(2) (3)	(4) (9) (14) (18)	

I, Projects Only

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
Illum & Sig.								IX-	9565	(13)		
62	(63) (68)	(69) (75)	(69)	(70)	(73)	(72) (73)	(74) (75)	14	28 7		13 (24) (26)	27

Interstate Substitutions General Fund

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

PROGRAM STAGE: [ ] 1 OR [ ] 2

Portland

ROUTE NO. U — FEDERAL-AID: 9565 (32) — STATE: 3 (36) (37) — U.S.: ---- (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			Adjustment of Utilities required.
					(I-80N) (I-505)			
ONST (CODE) 201 081 030 031		"Oswego Cr. (Sucker Cr.) Bridge Section"	0.43	2,841,200	2,415,000	423,800	2,400 (City)	
	C.L.	PROJECT TOTALS	0.43	2,841,200	2,415,000	423,800	2,400 (City)	
				(16) (23) (24)	(39)			

APPROVAL DATES: 10-4-79; 10-1-80

REMARKS: Additional Data: Items 71440; Projects M-IX-9565(5) & IX-9565(11).

USCOMM DUSCOMM-DC 48905-P61

Oswego Creek (Sucker Cr.) Bridge Section
Project No. IX-9565(13)

Project Data: Work under this project consists of widening the existing structure to provide for four travel lanes with a 7-foot sidewalk on the right. Grade, drain & high-type pave approach roadways, installation of illumination, install traffic signal at intersection of McVey Ave. and incidental work common to this type of project. Adjustment of utilities as required.

Data for PR-37:

6201	=	$1,040,500
X081	=	1,635,500
Y030	=	51,000
Y031	=	114,000

Note: 1) This project is in Congressional District No. 1
2) Included in MSD FY '81 TIP/AE on Page 162 item No. 126

Source of Funding:

I-80N	$ 289,726
I-505	$2,125,274

9378

Section Oswego Cr. (Sock Cr.) Bridge — Programming Estimate $ _____

Highway Oswego — Project Length _____

County Clackamas — 9-3-81 — Completion Time 400 Cal. Days

Kind of Work GRD, PAVE, STR, SIGN, SIGNALS, ILLUM. — Est. Comp. Date _____

Prefix 3-1950 — Letting Date _____ — Project No. IV-M-9565(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 1,975,135 —

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Reconstruct Sanitary Sewer Manholes	3000	
Retrofit Existing Bridge Rail	1000	
Permanent Signing		
Permanent Pavement Striping	2000	
Temporary Pavement Striping	1500	
Remove Pavement Striping (Exist. & Temp.)	600	
Temporary Erosion Control	100	
State Furnished _____		
Roadside Seeding & Mulching Bark mulch	850	
Asphalt Cement Adjustment		
On the Job Trainees	1600	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1250	
"OPTICOM" Testing (Engineering)	1000	
Bikeway Signs State-furnished software	500	
Adjust Utilities:		
_____		
PNB	25,000	
NNG	15,000	
City of Oswego (Sani. Sew.)	16,000 — City match	
Retest and Turn-on Signals	750	
	Subtotal	$ 70,150

	$ 2,045,285 —
Contingencies (4-1/2%)	92,037 83
Engineering (8, ~~9~~%)	163,622 80
~~Subtotal~~	$
~~Credits~~ _____	
Estimated Net Authorization, Construction	$ 2,300,945 63

TEC 2,300,945 63
X 85%
FF $1,955,803.79
X 1.15
$2,249,174

APPROVED
cc: Earl Mershon
Jon Ioso

Rec'd 9-3-81
OK
G

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 5
Date
County
Name Day

Section Oswego Cr. (Sucker Cr.) Bridge
Kind Of Work
Length

COST ANALYSIS UNIT. 9-2-81
THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 10-8-81

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	163,000
	Temporary Protection and Direction of Traffic		All	All		30,000
	Temporary Signs		SqFt	656	6-	3,936
	Temporary Barricades		Each	21	125-	2,625
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	275	10-	2,750
	Temporary Guard Rail, Type 1, Reflectorized		Lin Ft	2588	10-	25,880
	Sequential Arrow Signs		Each	1	3500	3,500
	Flagmen		Hr.	1400	22 50	31,500
	Roadwork					
	Clearing and Grubbing		All	All	-	10,000-
	Removal of Structures and Obstructions		All	All	-	2500-
	General Excavation		Cu Yd	4465	7 00	31,255
	Trench Excavation		Cu Yd	1,550	7 00	10,850
	Finishing Roadbed and Slopes		All	All	-	5000-
	Watering		M-Gal	60	10 00	600
	Coarse Aggregate Base		Ton	~~360~~ 800	10 50	8,400
	~~3/4"-0 Aggregate Base~~		~~Ton~~	~~120~~		
	Treated Base Mixture		Ton	3030	14 00	42,420
	Cement in Treated Base Mixture		Ton	166	71 00	11,786
	~~Aggregate Shoulders~~		~~Ton~~	~~320~~		
	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	2950	17 50	51,625
	Asphalt Cement in Mixture		Ton	190	176 00	33,440
	Membrane Waterproofing		Sq Yd	2605	10 00	26,050

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 5

Date

County

Section

Length

Name

Kind Of Work

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Sewer Pipe		Lin Ft	206	10 00	2,060
	12-inch Sewer Pipe		Lin Ft	2,870	21 00	60,270
	18-inch Sewer Pipe		Lin Ft	190	19 00	3,610
	12-inch Culvert Pipe		Lin Ft	320	20 00	6,400
	18-inch Culvert Pipe		Lin Ft	20	19 00	380
	Concrete Manholes		Each	6	1200 00	7,20
	Oil Separator Manholes		Each	1	2000 00	2p0
	Concrete Inlets, Type B		Each	1	450 00	45
	Concrete Inlets, Type D		Each	7	400 00	2,80
	Concrete Inlets, Type G-1		Each	9	450 00	4,05
	Concrete Inlets, Type G-2		Each	2	500 00	1,00
	Concrete Inlets, Type CG-1		Each	16	450 00	7,20
	Concrete Inlets, Type CG-2		Each	3	450 00	1,35
	Guard Rail, Type 2A		Lin Ft	25	25 00	625
	Guard Rail Anchors, Type 1		Each	1	275 00	275
	Rail End Pieces, Type C		Each	1	75 00	75
	Extra for Guard Rail Bridge Connections		Each	1	300 00	300
	CL-4R Chain Link Fence		Lin Ft	410	7 00	2,870
	CL-4R Chain Link Fence Modified		Lin Ft	830	8 50	7,05
	CL-6 Chain Link Fence		Lin Ft	240	8 00	1920
	Concrete Walks		Sq Ft	~~1100~~ 1080	12 50	13,50
	Concrete Driveways		Sq Ft	~~40~~ 60	16 50	990
	Concrete Curbs		Cu Yd	85	125 00	10,625

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 5

Date

Section County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Islands		Cu Yd	85	180.00	15,300
	Extra for Asphalt Ditch Lining		Sq Yd	300	7.50	2250
	Concrete Barrier		Lin Ft	900	25.00	22,500
	Adjusting Manholes		Each	4	175.00	700
	Reconstructing Concrete Manholes		Each	3	550.00	1650

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 4 of 5

Date

Section

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structures					
	Bridge Removal Work		All	All		30,000
	Structure Excavation		Cu Yd	1,540	25	38,500
	Structural Concrete, Class 2200 (40 cy @ $180)		All	All		7,200
	Structural Concrete, Class 3300, Viaducts (300 cy @ $300)		All	All		90,000
	Structural Concrete, Class 3300, Main Spans (1225 cy @ $275)		All	All		336,875
	Structural Concrete, Class 4500 (340 cy @ $285)		All	All		96,900
	Expansion Joint, Type A		Lin Ft	78	150	11,700
	Concrete in Retaining Walls		Cu Yd	70	200	14,000
	65'/70' Prestressed Beams		Each	4	7570	30,280
	125'/130' Prestressed Beams		Each	7	14,670	102,690
	130'/135' Prestressed Beams		Each	7	15,345	107,415
	4'x 35'/40' Prestressed Slabs		Each	13	2635	34,255
	4'x 40'/45' Prestressed Slabs		Each	31	2870	88,970
	4'x45'/50' Prestressed Slabs		Each	14	3390	47,460
	4'x50'/55' Prestressed Slabs		Each	3	3430	10,290
	Reinforcement (170,400 lbs @ $0.50)		All	All		85,200
	Coated Reinforcement (42,700 lbs @ $0.70)		All	All		30,590
	Reinforcement in Retaining Walls		Lb	1,000	$0.45	450
	Reinforced Concrete Bridge End Panels		Sq Yd	130	55	7150
	1½-inch Electrical Conduit		Lin Ft	760	$5.50	4180
	2-inch Electrical Conduit		Lin Ft	100	$6.-	600

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 5 of 5
Date
County
Name

Section
Length
Kind Of Work

No	Item	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
	Removal of Existing Sign Installations		All	All		1000
	Move and Reinstall Existing Signs		All	All		1000
	Wood Sign Posts		All	All		2500
	Horizontal and Vertical Sign Mounting Arms		All	[illegible]		775
	Type "C", "D" and "R" Signs in Place		SqFt	100	12-	1200
	Type "EE" Signs in Place		SqFt	16	14-	224
	Type "H" and "I" Signs in Place		sqFt	18	11-	198
	Type "I" Signs in [illegible]		SqFt	83	17-	1411
	ILLUMINATION					
	Roadway Lighting Poles and Bracket Arms		All	All		21,800
	Luminaires and Ballasts		All	All		5,200
	Switching, Conduit, Wiring, Lamps, Etc.		All	All		9,700
	SIGNALS					
	Traffic Signal Installation, Complete		All	All		71,400
	Fire Pre-emption System, Complete		All	All		7,500

9378

ROUTING SLIP—DEPT. OF TRANSPORTATION | 8-26-81

Director	Information System (Lans Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	Radio
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	Metropolitan
FHWA	Project Management & Operations Planning	Region Number ____
General Files	Public Affairs	District Number ____
Industrial Engineers		Resident Engineer ____

ATTENTION: L.E. George

FROM: G.E. Zehner

COMMENTS: Here are approved signal plans, with City revisions. G

Form 731-0022 (6-80) SP*71282-734

From Metro Jon Rose | Date 8-24-81

To Bud Swan

Program Mgmt. Traffic Region 1

Comments: Here are plans for the Oswego Hwy @ McVey Ave signal, approved as noted by Lake Oswego. Please note and advise the Traffic Section. Metro Staff comments were sent to you 8-4-81 Jon Rose

ition

FIC SIGNAL AT OSWEGO HIGHWAY AND

Thank you for the opportunity to review the proposed signals plans at the intersection of McVey Avenue and Oswego Highway. I have several comments for corrections with respect to the above plans. They are as follows:

1. There are several conduits that are of one inch; the city believes these should be two inch minimum

✓2. The city would like to see the meter placed at the controller cabinet

? 3. The circuit for the luminaires appears to be lengthy E to NE to N

4. The signal head on pole number 3 should have a green arrow

✓ 5. The city questions the need for four signal heads for the south bound movement

6. The mast arm could be rotated approximately five to ten degrees to provide better target value for the south bound movement

Relate to 5

7. The vehicle head for phase 2 on pole number one appears to have less target value than the heads on the mast arm pole number 4. The city believes that advance notification to the motorists north bound should be located on the back side of pole number 2.

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

CLACKAMAS

9376

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/25/81

~~September 24~~ Oct 8 Bid Letting August 12 All Clear Deadline

SECTION Oswego Cr (Sucker Cr) Bridge
Highway FAU 9565
County Clackamas Region Metro
Type of Work G,P,Str,Sig,Sn,Illum Funds
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Constr. nos ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration		X			X
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				X
D.O.G.M.I.	X				
Corps of Engineers	X				X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey	X				
Cultural Salvage	X				
NOISE:					
Noise Study	X				X

Gen. Permit

10	OREGON		

FAI-X

SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

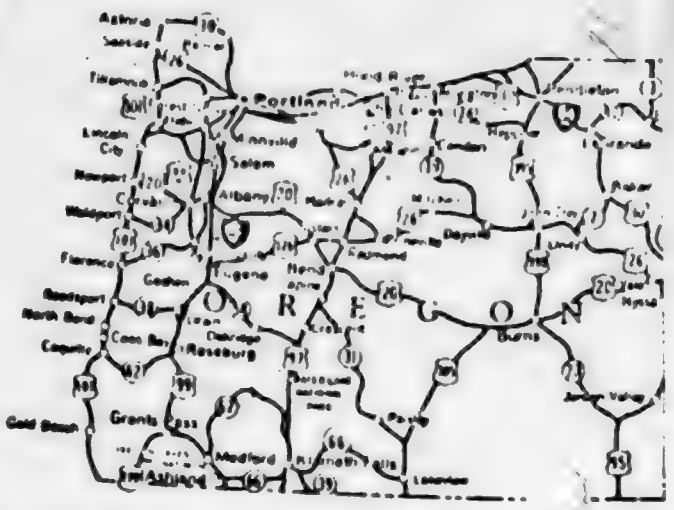
STATE HIGHWAY DIVISION

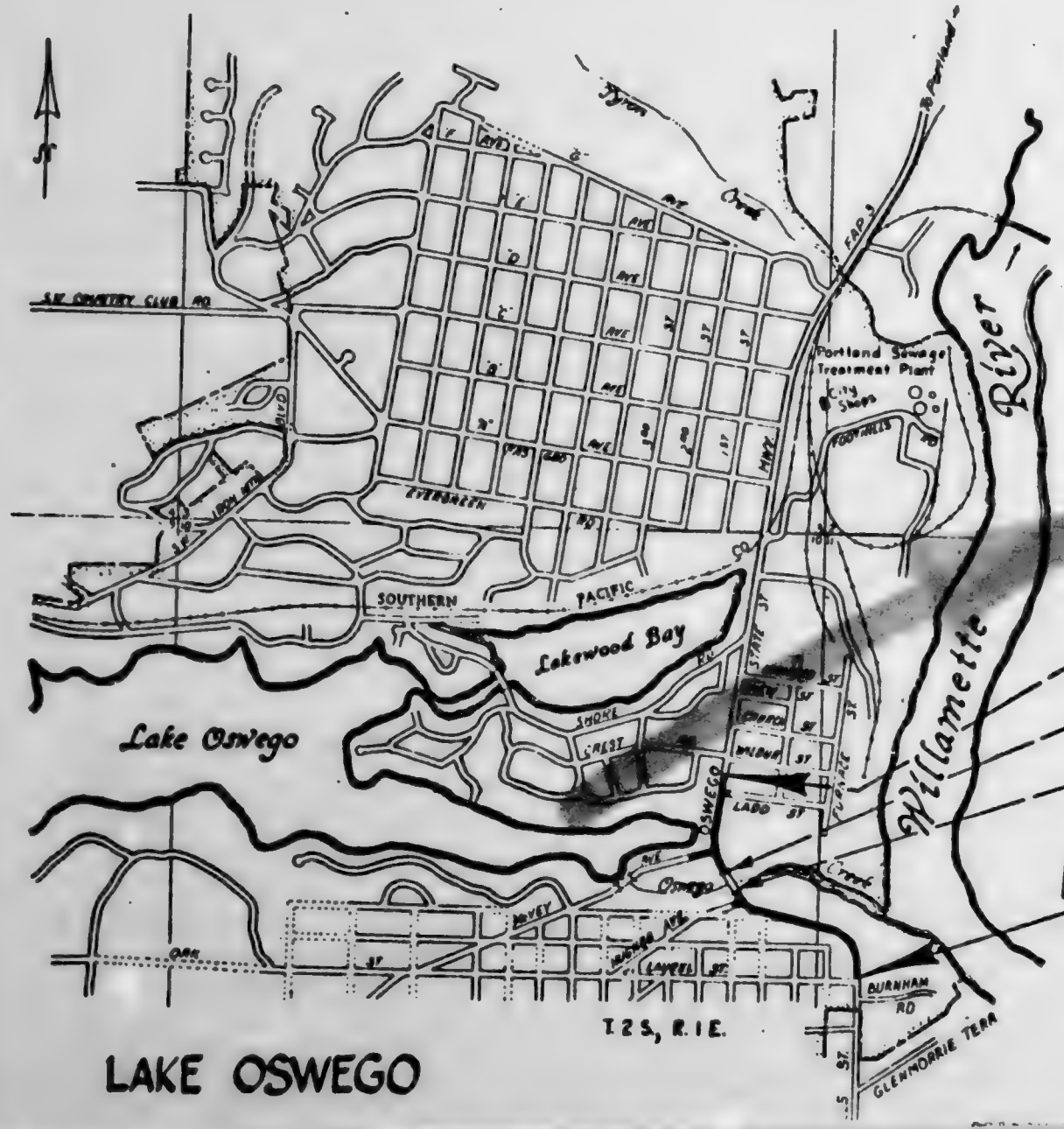
PLANS FOR PROPOSED PROJECT

OSWEGO CR. (SUCKER CR.) SEC.

OSWEGO HIGHWAY (FAU 9565)

CLACKAMAS COUNTY





LAKE OSWEGO

APPROVED AS NOTED

For CITY OF LAKE OSWEGO

Date 8-18-81

From Metro JON ROSE

Date 8-18-81

To BOB SWAN

Program Mgmt. Traffic Region 1

Comments: Oswego has approved as noted the attached plans. Metro review was sent to you April 30.

Jon Rose

H. J. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter

9378

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-10-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-M-9565(5)
2. STATE PROJECT NO.	See below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	71440
2A. COUNTY NAME	Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/10/81	FAU 9565	Primary 3

10. GENERAL LOCATION:

Oswego (Sucker) Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/6/81 I approve the revised Preliminary Engineering Costs to a TEC of $250,500 Federal Funds $214,079.

(Increase TEC $52,750 Federal Funds $44,837)

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

mlg to Mackrill 8/12

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/10/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 6, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 71440
Project No. IX-M-9565(5)
Oswego (Sucker) Creek Bridge Sec.
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated August 4, 1981.

Approval of this request will involve an increase of $52,750 in total cost and Federal obligation of $44,837 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$250,500.00	$214,079.00	---
Previous	197,150.00	169,242.00	---
DIFFERENCE	$ 52,750.00	$ 44,837.00	85

Funding of this increase is from 823 appropriation monies released from Project No. IX-0000(20).

JLG:bkc
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Judy Smith (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: August 4, 1981

FROM: Frank E. Terpin
Location Engineer

ATTN D. E. Swan

SUBJECT: Oswego Creek Bridge
Oswego Highway
Clackamas County
IX-M-9565(5)

Preliminary engineering charges for the subject project will significantly exceed the present authorization. To assist you in gaining supplemental funding, we offer the following comments:

Over the past two years, the construction estimate for the Oswego Creek Bridge has increased from $1.1 million to a current estimate of $2.5 million. The increased preliminary engineering reflects both an increase in the project scope and general inflation.

The most recent funding shortfall has occurred, primarily, with the design and bridge foundation functions.

The design effort is a complicated one in that it involves bridge widening while preserving the historic architecture of the present structure; includes a partial viaduct; and, must accommocate significant traffic volumes during construction. Also a design consideration is the impact of the project upon George Rogers Park through which this proposal passes.

Additional foundation work was necessary for the design of a partial viaduct to be built for a pedestrian/bikeway south of the bridge.

Present Authorization	$ 197,750
Additional	52,750
Total	$ 250,500

Attached is a breakdown of the revised P.E. estimate by P.E. function.

JWG:ge

cc D. Adams w/attachment

Contains
Recycled
Materials

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	43 500	46 000
902	Citizens involvement	12 000	12 000
903	Payment to local government		
904	Consultant fees	13 000	24 800
905	Final Design	30 500	56 500
906	Bridge Design	150	150
907	Preliminary design		
908	Field testing section (construction)	4 000	4 000
909	Right of way descriptions	3 000	3 000
910	Soils and geology	10 000	11 500
911	Signing (traffic department)	500	1 500
912	Landscape department	700	700
913	Right of way - liaison & relocation	1 500	3 000
914	Utility liaison		
915	Audits by Accounting Section		50
916	Photogrammetry		
917	Inventory needs	600	600
918	Reconnaissance and hydrology		50
919	Engineering graphics	200	100
920	Project management	2 000	2 000
921	Specifications	150	100
922	Administrative Services - engineering	51 500	55 000
923	Environmental Section		
924	Department of Transportation	1 700	1 700
925	Air monitoring	17 000	22 000
926	Foundation investigation	1 000	1 000
950	Training courses, conferences & seminars		
955	Employee relocation assistance program	500	500
960	Personal leave		
975	Historical sites inventory	4 250	4 250
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 197 750	$ 250 500

Section: Oswego Creek Bridge

Highway: Oswego

County: Clackamas

Prefix: 3-1950

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

August 6, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00049
Project No. IX-0000(20)
NW Kittridge St.-Stadium Freeway (Portland) Sec.
Multnomah County

I request approval of a program change releasing $297,372 of Federal funds from the subject project in order to finance PE overruns on the following:

Project No.	Section	Fed. Funds	Code
IX-74(2)	I-205 Interchge.-Boring Rd.	$ 95,200	823
IX-78(1)	Park Place-Clackamas C.C.	$157,335	823
IX-M-9565(5)	Oswego (Sucker) Cr. Br.	$ 44,837	823

Enclosed is "Revised Project Agreement Estimate" and "Modified Federal-Aid Project Agreement" for the subject project.

JLG:bkc
Enc.

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner
General Files

Form 734-3122

Tel No. [illegible]

9378

OREGON STATE HIGHWAY DIVISION

8-4-81

TO: Jim Reel

SUBJECT: Signal Plans
Carega Hwy @ McVey
Clackamas County

FROM: Curt Ruark

DATE: July 31, 1981

Attached, revised preliminary plans for subject project.

Tom Schaub questions the need for 4 signal heads for S. bound traffic on the Carega Hwy. Tom discussed the matter with L.E. George.

8-4-81

Bob Swan

Metro Staff has reviewed the plans for Oswego Highway @ McVey and offers the comments above. Please note and forward to the Traffic Section. The City has not yet returned approved plans.

Jon Boise

(SIGNATURE)

PLEASE REPLY HERE

TO TRAFFIC
8/6/81

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
AUG 5 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

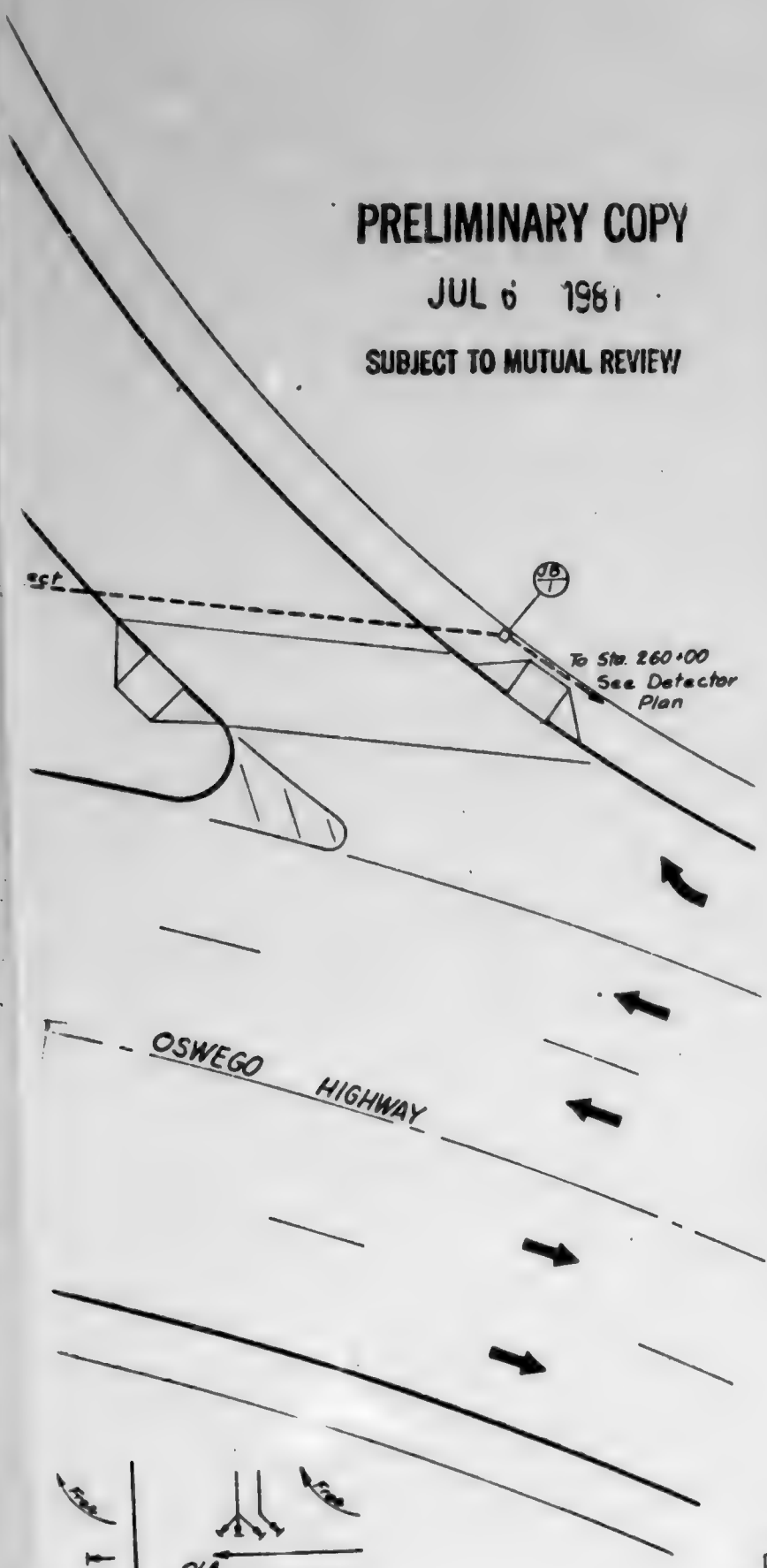
CC: _____ (SIGNATURE) (DATE)

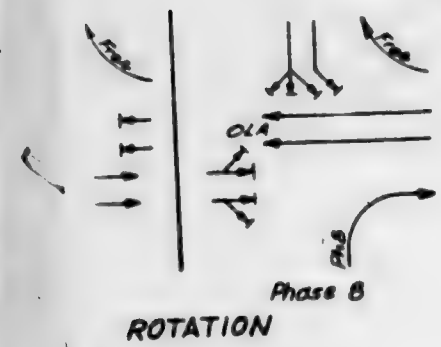
1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3 SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

SIGNAL PLAN
OSWEGO HIGHWAY AT McVEY AVE

SCALE 0 5 10 20 30 40 FEET





ROTATION

PRELIMINARY COPY

JUL 6 1981

SUBJECT TO MUTUAL REVIEW

L E G E N D

EP/T	Existing Power Pole (Power Source)
C	Install Model 170 Controller in Model 332 Cabinet (Field Locate)
MS	Install 120-240 Volt Meter Base
54	Install Service Cabinet with One 40 Amp SPST Breaker and one 15 Amp DPST Breaker
MP/T	Install Type (T) signal Mast Arm Pole
MP/T	Install Type (T) signal Mast Arm Pole with Luminaire Extension
MA/L	Install (L) Foot signal Mast Arm
LA/L	Install (L) Foot Luminaire Arm
VP	Install Vehicle Signal Pedestal
TC	Install Terminal Cabinet
S	Install (S) inch Electrical Conduit
CS	Install 2 inch Electrical Conduit Stub-Cap Both Ends
N	Install (N) Number 14 Type THWN Wires
N G	Install (N) Number (G) Type TW Wires
C	Install One Number 6 Type THWN Wire-Signal System Common
V/Ph	Install Phase (Ph) Vehicle Signal
PV/Ph	Install Phase (Ph) Programmed Vehicle Signal
P/T	Install Type (T) Modified Pedestrian Signal
PB/Ph	Install Phase (Ph) Pedestrian Pushbutton with Sign
OS/SR	Install Interior Illuminated Right Arrow "ONLY" Sign
OS/SL	Install Interior Illuminated Left Arrow "ONLY" Sign
OS/T	Install Interior Illuminated "NO TURNS" Sign
OS/B	Install Interior Illuminated Left, Through, & Right Turn Arrow Sign-See Detail
PW	Install One No. 9 Galv. Stranded Steel Pull Wire. Coil One Foot Slack In Each Pull Box And In Controller Cabinet
FP/Ch	Install One Way Fire Pre-emption Detector-Channel (Ch)
FP/NF	Install (N) Fire Pre-emption Feeder Cable
JB/I	Install 17" x 10" Concrete Pull Box With Cast Iron Cover Inscribed Traffic Signals
L	Luminaire Unit - Mounting Ht. 35' See Illumination Plan
PM	Install Mono Directional Crystal Pavement Markers (By Others)

Ph	Phase Shown	457	12"R, 12"Y, 12"GVA
N	Number Shown	456	12"R, 12"Y, 12"G
G	AWG Wire Size	A	Standard Plumbizer
T	Type Shown	E	Elevator Plumbizer
S	Size Shown	Ch	Fire Pre-emption Channel Shown

APPROVED

7/6/81

DATE

DESIGNED BY.....

CHECKED BY.....

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
OSWEGO CR. (SUCKER CR.) SEC.
OSWEGO HIGHWAY (FAU 9565)
CLACKAMAS COUNTY

June 1981

ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 35009, 35010

8122

9378

July 16, 1981

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

AGR 4

Attention: Helen D. Bush
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 7484

Gentlemen:

Attached for your records are fully executed copies of two agreements covering the following projects:

Traffic signal installation on State Street (Oswego Highway) at McVey Avenue

Improvements on the Oswego Creek (Sucker Creek) Section of the Oswego Highway

We have retained executed copies of each of the above agreements for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agrees. att.)

RESOLUTION R-81-40

6-23-81

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO AUTHORIZING THE MAYOR AND THE CITY RECORDER TO EXECUTE ON BEHALF OF THE CITY A CONTRACT BETWEEN THE CITY OF LAKE OSWEGO AND THE STATE OF OREGON REGARDING THE SIGNAL-OSWEGO HIGHWAY AT MCVEY AVENUE, PORTION OF THE OSWEGO CREEK BRIDGE PROJECT.

BE IT RESOLVED by the City Council of the City of Lake Oswego that:

Section 1. The Mayor and the City Recorder are authorized to execute on behalf of the City of Lake Oswego that certain contract between the City of Lake Oswego and the State of Oregon, by and through its Department of Transportation, Highway Division, identified as Miscellaneous Contracts and Agreements Number 7484, dated 3/13/81 concerning the construction-finance agreement traffic signal installation at the intersection of Oswego Highway and McVey Avenue within the corporate limits of the City of Lake Oswego.

Section 2. A copy of the contract identified in Section 1 of this Resolution is attached hereto as Exhibit "A".

Considered and enacted at the regular meeting of the City Council of the City of Lake Oswego held on the 23rd day of June, 1981.

AYES: Mayor Campbell, Henderson, Marquis, Woller, Young, Avery

NOES:

ABSTAIN:

ABSENT:

E. Herald Campbell, Mayor

ATTEST:

Helen D. Bush, City Recorder

APPROVED AS TO FOR

James M. Coleman
City Attorney

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☑ RE ☐ PRE ☐
JUN 29 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG

From Metro JON ROSE Date 6/25/81

To BUZ SWAN

Program Mgmt. Traffic Region 1

Comments: Here are 3 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please process for final action.

Jon Rose

9378

July 16, 1981

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

AGR 4

Attention: Helen D. Bush
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 618-V

Gentlemen:

Attached for your records are fully executed copies of two agreements covering the following projects:

Traffic signal installation on State Street (Oswego Highway) at McVey Avenue

Improvements on the Oswego Creek (Sucker Creek) Section of the Oswego Highway

We have retained executed copies of each of the above agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agrees. att.)

9378

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 15, 1981

File No: 3-1950

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Oswego Creek Bridge
Oswego Highway
City of Lake Oswego
Clackamas County

We have submitted a new authority for survey for this project to the Location Section. A copy is attached.

To finance the increase in federal obligation, I request that we de-obligate the necessary federal funds from the NW Kittridge-Stadium Freeway project, IX-0000(20). The PE for this project will underrun the current federal obligation. We need this transfer to expedite obligation of the increased PE because Oswego Creek Bridge PE is currently overrunning the project agreement estimate.

Please contact me if you have any questions.

TAS:ECM:JS

cc: G. Zehner

Attachment

a

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 10, 1981

File No: 3-1950

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Oswego Creek Bridge
Oswego Highway
City of Lake Oswego
Clackamas County

I am requesting approval of the attached Authority for Survey #6 for this project.

Over the past two years, the construction estimate for the Oswego Creek Bridge has increased from $1.1 million to a current estimate of $2.5 million. The increased preliminary engineering reflects both an increase in the project scope and general inflation. Comments on individual functions for which the Metro Branch has control follow:

Function 901: Continuing meetings with local officials regarding plan revisions, staging of construction, special provisions for nighttime construction, and planning conflicts have caused more expenditures than previously thought necessary.

Function 923: There was additional noise study work required as a result of the ODOT recommendation for nighttime construction to accommodate traffic conditions. An agreement with the Advisory Council on Historic Preservation required additional work to make a photographic record of the existing Oswego Creek Bridge.

Function 926: Foundation exploration work was more extensive than originally anticipated. Problems were encountered in access for the field work. Additional foundation work was necessary for the design of a partial viaduct to be built for a pedestrian/bikeway south of the bridge.

Functions 905, 906, and 911 have also exceeded the current authorization. Justification should be obtained from the individual Salem offices doing the work.

This Authority for Survey is 10 percent of the current construction estimate of $2.5 million.

We have requested an adjustment in the MSD funding authorization for PE to cover this request. A copy of the MSD funding adjustment request is attached.

TAS:ECM:JS

cc: D. Adams, J. McClure, C. Duval, D. Fantz

9378

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7576
Date: July 14, 1981

File No: 3-1950

TO: DUANE CHRISTENSEN
Final Design Engineer

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: Oswego Creek Bridge
Oswego Highway
Clackamas County

As a follow-up to my June 26 letter, indicating that the City Council approved the variance for nighttime construction, the attached letter from John M. Godsey, Director of Public Works, will serve as the special permit granting ODOT permission to extend the working hours on the bridge project. Approval is based on my June 1 letter to the City, extending the working hours on the Oswego Creek Bridge project from 6 p.m. to 12 midnight, and is documented on page six of the minutes from their June 23 regular council meeting.

If you have any questions concerning the conditions of the nighttime work, please call me.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 15 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring By
Action

pv

cc Don Adams
Ed Hardt
Gary Potter
Don Fantz

Attachment

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Copy to Bridge Section for his info. 7/17/81 DMC

NOTED
D. O. Christensen

CITY OF LAKE OSWEGO

June 30, 1981

Mr. Jim McClure
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

RE: OSWEGO CREEK BRIDGE

Dear Mr. McClure:

The City Council at it's June 23, 1981 meeting considered authorizing the Mayor to execute contracts between the City and the State regarding the Oswego Creek Bridge project. In addition, Council considered a request for special permit to authorize work hours between 6:00 - 12:00 p.m.

Resolution R-81-39 was passed by Council and authorizes the Mayor to execute a contract between the City and the State of Oregon for the Oswego Creek Bridge project and Resolution R-81-40 authorizes the Mayor to enter into an agreement with the State for the installation of a signal at McVey and State Street. The attached minutes under VIII. B. granted a special permit to the Oregon Department of Transporation for extended working hours on the Oswego Creek Bridge project from 6:00 p.m. to 12:00 p.m. This letter and the attached copy of the minutes will serve as the written permit for that activity.

If you need any additional information or have any questions, please give me a call.

Sincerely,

John M. Godsey, Jr.
Director of Public Works

/ppk
attachments

cc: GPW
Oswego Creek Bridge File

FFM SPC
ODOT METRO
JUN 30 1981
BM PAR PPC FILE T/A

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

9378

3

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 9, 1981

TO: MEMO TO THE FILE

FROM: TED INLOES
Region Utility Engineer

SUBJECT: OSWEGO CREEK BRIDGE (SUCKER CR.)SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY, PREFIX 3-1950-914

A meeting was held in the conference room at the Bridge Design Salem office. The purpose of the meeting was to discuss the City of Lake Oswego's proposed 30-inch water main construction and the adjustment or relocation of the existing 12-inch sanitary sewer and manholes.

Attending the meeting were: Jack Cartwright, Utility Engr., OSHD
John Bustraan, Traffic Engr., Lake Oswego
Bob Amptman, City Engr., Lake Oswego
Jerry Street, Resident Engr., OSHD
John Tindall, Bridge Design, OSHD
Tom Lulay, Bridge Design, OSHD
Ted Inloes, Utility Engr., OSHD
Fred Eriksen, Final Design, OSHD

The problems of putting the 30-inch water main through the bridge structure were presented by Tom Lulay and discussed. It was decided that on the north end of the structure a conduit would be installed through the end abutment and projected out beyond the impact panel. On the south end the water main will be installed from the south end abutment out past the retaining wall and across the roadway section to the south side of the road. Bob Amptman is going to give Bridge Design the weight per foot of the water main full of water, so that size and type of insert anchors can be determined for installation in the deck. The proposed location of the water main from the south end of the bridge going east will be on the south side of the road next to the bluff.

The existing sanitary sewer on the north side of the highway approaching the south end of the bridge is in conflict with the proposed construction of the structure to be built along the north side. This structure will have precast deck slabs. This makes it almost impossible to accommodate the existing sewer manholes. Jerry Street is going to have his survey crew determine the exact location of the manholes from the construction centerline and the elevations of the manholes and inverts of the sewer. This information is to be furnished to the Bridge Design Section (Tom Lulay) and after they digest the information another meeting is to be called and we will decide what the problems are and how to take care of them.

TI/cp
cc Marion Craft
those listed above

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen FE Watson
Hager Dorn Leu
Return Discuss Do Copy Due
BY FINAL DESIGN ENGINEER

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Anderson
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RECEIVED
JUL 13 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

9378

Form E-20 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Oswego Creek Bridge

Highway: Oswego #3

County: Clackamas

Date: July 8, 19 81

Authorization No.: 6

Survey Prefix: 3-1950 (Assigned by Salem office)

Description of termini, route, length, etc.: Northerly end of the project is at the intersection of Ladd Ave. Southerly terminus is Laurel St. The overall length is 0.3 mile.

Proposed: Provide plans for the bridge replacement; 4 lanes, southwest channelization and signals.

Purpose of survey: Perform field survey, prepare plans, specifications and estimate.

IX-M-9565(5)
8-10-81

Estimate of cost:

Funding: FAIX & M

Category: Class III, Environmental Assessment

IX-M-9565

Field Survey	(901)	46,000
Citizen Participation	(902)	12,000
City or County	(903)	
Consultant	(904)	
Final Design	(905)	24,800
Bridge Design	(906)	56,500
Preliminary Design	(907)	150
R/W Description	(909)	4,000
Soils & Geology	(910)	3,000
Traffic	(911)	11,500
Landscape	(912)	1,500
Liaison R/W	(913)	700
Utility	(914)	3,000
Photogrammetry	(916)	50
Location Studies	(918)	600
Engineering Graphics	(919)	50
Project Management	(920)	100
Specifications	(921)	2,000
Administrative Services	(922)	100
Environmental	(923)	55,000
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	1,700
Foundation Exploration	(926)	22,000
Seminars & Training	(950)	1,000
Hearings	(980)	4,250
Personal Leave Time	(960)	500

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 3 1981
LOCATION SECTION

Total estimated cost of survey	$ 250,500
Previous authorization	197,750
Additional authorization requested	52,750
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval
Project Engineer

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

D.R. ADAMS, Project Development Engineer

Recommended for Approval:

Frank E. Turpin
Location Engineer

Approved:

E.J. Thurston
Assistant State Highway Engineer

SP*23604-734

a Rp

9378

3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 26, 1981

Telephone 238-8233

In Reply Refer to
File No.
3-1950

WINSTON KURTH
Assistant Director of
Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Verstoeg
Anderson
Christensen
Olson
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RECEIVED
JUL 2 1981
ROAD DESIGN SECTION

Subject: Traffic Detours
Oswego Creek Bridge
Oswego Highway

During the construction of the Oswego Creek Bridge, in the nighttime hours, we will detour traffic over Hughes Avenue (Oak Street) which is a county road. The detour will only be used during the time required to set bridge beams, which I anticipate would not exceed sixteen days in duration.

Attached is a plan showing the detour routing along with a letter I sent to John Bustraan, outlining the nighttime work operations.

Our resident engineer on the project will advise the county on the specific dates that the detour will be in operation to allow coordination of your emergency services. Your concurrence in our detour operation is requested along with who our resident engineer should advise when the detour goes into operation.

JAMES D. MCCLURE
Project Development Engineer

pv

Attachment

cc Don Adams
Ed Hardt
Duane Christensen
Don Fantz

1 Verstoeg Doc
2 Anderson Jw
Christensen
Olson
Bill-file copy 3 Sullivan JWS
ob
Terpin
T...
Wakerlig

RECEIVED
JUN 29 1981
ROAD DESIGN SECTION

REFERRED TO
2 Beard WBB Stoudenmeyer
Cole Mann
1 Erikson JEE Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

6-25-81

9378

RESOLUTION R-81-39

3-1950 (130)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO AUTHORIZING THE MAYOR AND THE CITY RECORDER TO EXECUTE ON BEHALF OF THE CITY A CONTRACT BETWEEN THE CITY OF LAKE OSWEGO AND THE STATE OF OREGON REGARDING THE OSWEGO CREEK BRIDGE PROJECT.

BE IT RESOLVED by the Council of the City of Lake Oswego that:

Section 1. The Mayor and the City Recorder are authorized to execute on behalf of the City of Lake Oswego that certain contract between the City of Lake Oswego and the State of Oregon, by and through its Department of Transportation, Highway Division, identified as Miscellaneous Contract and Agreements Number 6187 revised 5/11/81 concerning the construction agreement for the Oswego Creek Bridge within the corporate limits of the City of Lake Oswego.

Section 2. A copy of the contract identified in Section 1 of this Resolution is attached hereto as Exhibit "A".

Considered and enacted at the regular meeting of the City Council of the City of Lake Oswego on the 23rd day of June, 1981.

AYES: Mayor Campbell, Henderson, Marquis, Woller, Young, Avery

NOES:

ABSTAIN:

ABSENT:

C. Herald Campbell, Mayor

Helen D. Bush, City Recorder

ATTEST:

APPROVED AS TO FORM:

James M. Coleman
City Attorney

PROJECT MANAGEMENT BRANCH
ENE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 29 1981
REFERRED TO
FOR
FILE: PM FA LG.

From Metro JON ROSE Date 6/25/81

To BOB SWAN

Program Mgmt. Traffic Region 1

Comments: Here are 3 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please process for final action.

Jon Rose

9378

~~Lake Oswego~~

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 1, 1981

Telephone 238-8233

In Reply Refer to File No.

3-1950

JOHN BUSTRAAN
City Traffic Engineer
City of Lake Oswego
P. O. Box 369
Lake Oswego, OR 97034

Subject: Nighttime Work - Oswego Creek Bridge

During the construction of the Oswego Creek Bridge some nighttime work will be required for placement of bridge beams and paving during various phases of the project. For these activities we will need a variance to the City Construction Ordinance that prohibits work other than between the normal hours of 7 a.m. and 6 p.m., except by special permit granted by your City Council.

Our department will need a special permit to allow for nighttime work for the construction activities related to placement of bridge beams, paving, and other miscellaneous nighttime work, outlined as follows:

Placement of Bridge Beams - Nighttime construction activity during the hours of 7 p.m. to 12 p.m. (5-hour period), requiring a total highway closure utilizing detour plan shown in the construction plans, not to exceed 16 days in duration. Specific closure dates will be coordinated with the City by the State Project Engineer.

Paving and Other Minor Work - During nighttime hours between 7 p.m. to 12 p.m. (5-hour period) during one-way traffic flagging periods, primarily for work on the portion of Highway 43 south of the bridge. The estimated number of days required will range from thirty to forty, with specific dates coordinated by the Project Engineer.

During the period of total highway closure required for placing the bridge beams, traffic using the detour in the non-peak hours is estimated at 680 v.p.h. maximum, from 7 to 8 p.m. and falling off in the evening hours towards midnight. Nighttime work hours for paving, etc. will be used when work activities would exceed twenty minute durations, and normally will not require use of the detour. Attached is a report prepared by our Traffic Section showing the estimated hourly volumes and the one-way flagging operation.

If you have any questions concerning our proposal for the night-time work variance, or if I can be of any assistance in presenting this to the City Council, please advise. I will need the conditions of the permit in June, for incorporation into the project bid specifications, as we are targeting an August 20 bid opening for the bridge project.

JAMES D. MCCLURE
Project Development Engineer

pv

cc Don Adams
Ed Hardt
Duane Christensen
Gary Potter
Don Fantz

Attachment

REFERRED TO
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OREGON STATE HIGHWAY DIVISION

TO: Buz Swan

SUBJECT: Agreement Revision - Oswego Cr. Bridge

FROM: Jon Rose

DATE: 5-6-81

The District Engineer and several members of the Metro staff have raised questions about the Oswego Cr. Bridge agreement. Please modify the agreement as suggested in the attached draft by Don Fautz.

Since electric power for illumination is now paid by the City in adjoining sections of the highway, the City should also pay for power for illumination within the project.

Sewer relocation is required for aesthetic reasons, not functional. It is the feeling that the local share of the cost of relocations should be borne by the City.

Jim McClure is familiar with the problems if you have questions.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

cc Fautz

CC: _____ (SIGNATURE) _____ (DATE) _____

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

Rough Draft

Of - Construction Agreement
Oswego Creek Bridge
Proposed Modifications

Prefix: 3-1950

4/21/81

From: Don Fantz

STATE ~~MODIFICATIONS~~ OBLIGATIONS

1. Change starting at "upon completion" to read:

...Upon completion of construction, thereafter perform all necessary maintenance operations, except as noted under paragraph 14 of City obligations, for that portion of the roadway lying within State jurisdiction, approximately as shown on the attached Exhibit A.

5. Change starting at "under conditions that . . . " to read:
under conditions that the permittee will bear the cost of any relocation, expense of relocating or extending such facilities, except the facilities specifically indicated in paragraph 6, State obligations, shall be borne by the City.

6. (New) In that the Federal Highway Administration has agreed that the relocation of the 12" sanitary sewer line on the existing structure for the purpose of mitigating the conflict with the historic preservation agreement is eligible as a participating cost, the State will submit for reimbursement that portion of the cost of relocation acceptable for federal participation. In that State law prohibits (State) paying for relocation of utilities located within State right-of-way under permit, the City will bear the cost of the portion of that relocation that is considered the local matching share, as outlined in paragraph 15, City Obligations.

CITY OBLIGATIONS

5. Change: Add to the last sentence "Except as noted in paragraph 6, State Obligations."

14. (Should be entered in order prior to 13) - The City agrees to accept maintenance of roadway illumination constructed under the project and at the completion of the project, assume 100 percent of the power consumption costs for the roadway illumination.

15. (Should be entered in order prior to 13) - The City shall, prior to award of this contract, deposit with the state in the manner allowed by law the sum equal to 15% of the estimated cost of the sewer pipe relocation outlined in the National Historic Preservation Agreement for the project.

Part of these changes are suggested to make more clear the arrangements necessary for the liability and cost and relocating a sanitary sewer cause to be relocated only by the agreement between FHWA and the National Historic Preservation Society, and not ~~being~~ caused to be relocated by physical requirements of construction of the project. Federal participation in the sewer relocation should be confirmed prior to processing this ~~agreement~~ Modification. Also, in that the City maintain the lighting system through the project at this time, and maintains a lighting system adjacent to the project and has agreed verbally to continue to pay power costs throughout this section of the roadway the second subject of the revision has been proposed.

9378

AGR

STATE OF OREGON

INTE OFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: March 12, 1981

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Construction Agreement Draft
Oswego Creek (Sucker Creek) Section
Oswego Highway, No. 3
City of Lake Oswego

Attached for your consideration is an agreement draft covering construction, utilities and maintenance for the Oswego Creek (Sucker Creek) Section in Lake Oswego.

This project is tentatively scheduled for contract in F 2 QTR 82. The project is to be funded with Interstate Transfer (e)(4) Funds with the State providing 100 percent of the match.

Please study the provisions of the proposed agreement and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form.

APPROVED
R/W DESCRIPT. ENGR. 3/17/81 as amended

MCH:pf
Attachment

APPROVED
FINAL DESIGN ENGR. 3/17/81 as Amended

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-28-81

FEDERAL AID PROJECT NO.: IX-M-9565(5)

STATE PROJECT NO.: See below

FROM: E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 71440

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 3 '81
REFER TO
Highway
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1/28/81	FAU 9565	Primary 3

GENERAL LOCATION:

Oswego (Sucker) Creek Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

XX ☐ OTHER (Specify) Program change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/22/81 I approve the revised Preliminary Engineering Costs to a TEC of $197,750 Federal Funds $169,242.

(Increase TEC $23,250 Federal Funds $19,762)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/28/81	G. K. Hansen	For Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978 631-858

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

January 22, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 71440
Project No. IX-M-9565(5)
Oswego (Sucker) Creek Bridge Section
Clackamas County

I request qpproval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated January 20, 1981.

Approval of this request will involve an increase of $23,250.00 in total cost and Federal obligation of $19,762.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%	Appn Code
Present	$197,750.00	$169,242.00	---	---
Previous	174,500.00	149,480.00	---	---
Difference	$ 23,250.00	$ 19,762.00	85.0	(772)

RHZ:bke
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

9378 3

ROAD DESIGN SECTION DES 16-1

Don Adams
Project Development Manager
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Oswego Creek Bridge Section
Oswego Highway
Clackamas County

December 30, 1980

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We have been working with Structure Design, Traffic and Environmental Sections, trying to determine a satisfactory method of handling traffic during the project's construction. We are having difficulty with the section of the job from Hughes Avenue to Laurel Street. This section is two lanes with narrow shoulders, 28-foot total.

In this two-lane section we have the two partial viaducts, excavation, base and paving on the roadway shoulders, and an overlay on the pavement to construct plus the replacement of two cross culverts. This work will have to be done by using one travel lane as a work area and carrying traffic in the other lane. When construction work is not being done, traffic can use both lanes.

It is estimated that the partial viaducts (2) will require about four months to construct. The roadwork may require about one month.

The Traffic Section advises us the hourly traffic volumes do not drop sufficiently to allow flagging traffic satisfactorily in a one-way operation during the day (see attached copy of letter).

Don Fantz, Project Coordinator in Metro, investigated possible detour routes with John Bustraan, City official, and determined there was a route that could be used for short periods (a few days). It was indicated a temporary traffic signal would probably be required to make the detour function. Generally, the streets are narrow and have light base designs that would not carry the highway traffic very long.

It appears the solution to performing the work and handling traffic would be to do the work at night. The FEIS for the project states generally the work shall be performed from 7 a.m. to 10 p.m. We asked the Environmental Section to look into the possibility of doing the work at night. Tim Thex of Environmental advises Lake Oswego limits, by ordinance, construction work to the period from 7 a.m. to 6 p.m. except by special permit. (See attached copy of letter from Environmental Section.)

Please contact the City of Lake Oswego to determine if they would grant a permit for nighttime construction and what restrictions, if any, would be placed on it.

FE:ja

cc Walt Hart (enc.)
Ed Hardt "
Fred Eriksen "
J. D. McClure "
Jack Sullivan "
L. E. George
Gary Potter

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: D. O. Christensen
Final Design Engineer

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Oswego Creek Bridge
Oswego Highway
Clackamas County

DATE: December 9, 1980

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On December 4, 1980, Jerry Miller of your staff met with Tim Thex of my staff regarding construction time constraints on the subject project. During construction of the two partial viaducts, intermittent closure of one lane of the Oswego Highway will be necessary. However, as per L.E. George's attached memo of December 3, 1980, the closure of one lane of traffic would be limited to 20 minute periods between 9:00 a.m. and 2:00 p.m. Longer periods could be allowed during the nightime hours between 7:00 p.m. and 6:00 a.m.

Our FEIS for the subject project states that operating time restrictions will be imposed on construction activities between the hours of 10 p.m. and 7 a.m. However, the City of Lake Oswego has a construction ordinance that states "the erection including excavation, demolition, alteration, or repair of any building" other than between the hours of 7 a.m. and 6 p.m. shall be unlawful except by special permit granted by City Council. A phone conversation with the City Manager's office indicates that this ordinance refers to all types of major construction within the city limits.

Two alternatives appear to be possible. These are:

1. Close one lane to traffic during daytime hours (9:00 a.m.-2:00 p.m.). Traffic conflicts might be minimized through diversion of traffic to other routes such as 99E.

2. Submit a request to Lake Oswego for a special permit for nightime construction. Should the city have reservations in this regard, special conditions such as the use of quiet equipment might be written into the specifications as a form of mitigation.

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Please let me know if either of these or some other alternative is ultimately used on the project so that we can make the appropriate changes to the Final Noise Study Report.

It should also be noted that the project limits were extended just prior to publication of the FEIS to include the sidewalk section between the bridge and Laurel Street. Since information was not included in

the preparation of the first Noise Study Report, noise impacts and mitigation will be analyzed in the Final Noise Stedy Report prior to project clearance for PS&E documentation.

If there are any questions please contact Tony George or Tim Thex at 378-8511.

GAP:TT:ct

Attachments

cc: R. N. Bothman
Ed Hardt

TRA 7-2

STATE OF OREGON
Highway - Traffic

378-6537

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: December 3, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Oswego Creek Bridge Project
Oswego Highway No. 3
Clackamas County

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At your request, traffic volumes on the Oswego Highway were reviewed to determine when a one-way flagging operation could take effect during construction of the viaduct section of the Oswego Creek Bridge Project.

The project section has daily summer volumes of approximately 17,000 vehicles. Traffic volume distribution by hour is tabulated below.

AM					
6-7	7-8	8-9	9-10	10-11	11-12
660	1,380	1,230	850	800	860

PM							
12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8
830	870	970	1,120	1,520	1,590	1,170	680

When hourly volumes reach or exceed 900 vehicles, a one-way flagging operation produces substantial traffic delays and backups. Between 9:00 A.M. and 2:00 P.M. is the only daytime period when traffic volumes are slightly below 900 vehicles (800-870). Because the 9:00 A.M. - 2:00 P.M. period approaches 900 vehicles per hour, we recommend only intermittent intervals of approximately 20 minute durations of one-way operation followed by resumption of two-way traffic flow until backups subside. If longer periods of one-way operation are required to accomplish the work, then from a traffic operation standpoint the one-way operation should take place during nighttime hours between 7:00 P.M. and 6:00 A.M.

L. E. George
Traffic Engineer

JH:jrb

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ROAD DESIGN SECTION

DES 16-1

December 23, 1980

Dwayne Hofstetter
Traffic Control Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Oswego Creek Bridge Section
Oswego Highway
Clackamas Highway

It was recently brought to our attention the posted speed limit over part of our project had been changed. The attached copy of Order No. 3470, of action taken by the Oregon State Speed Control Board, shows the posted speed between Hughes Avenue (M.P. 6.82) and Laurel Street (M.P. 7.02) is now 35 MPH. Also see attached sketch map.

The project design does not change the 20 degree curve at Hughes Avenue nor the 22 degree curve near Laurel Street. These curves have advisory speed signs of 25 MPH at Hughes and 30 MPH at Laurel. The project design provides for a safe speed through this area of 29 MPH.

It would have been desirable to improve the alignment by flattening these curves, but the need for additional right-of-way and the limited funds for the project will not allow that.

We are bringing this to your attention so that a review of the posted speed can be made. The project is presently scheduled for contract letting June 25, 1981.

DOC:ja

Attachment

cc Fred Eriksen
E. L. Hardt

Order No. 3470
County Clackamas
City Lake Oswego
Date September 24, 1980

ORDER

WHEREAS, the Oregon State Speed Control Board, as requested by City of Lake Oswego pursuant to the provisions of ORS 487.490, has caused an engineering and traffic investigation to be made for the section(s) of state highway, county highway, city highway or highway under the jurisdiction of a Federal Agency described below (Highway means every public way); and

WHEREAS, the data, facts and information obtained in connection with said engineering and traffic investigation are on file in the office of the Traffic Unit of the Oregon Department of Transportation at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation, the Board has found that the speed designated in ORS 487.470 is greater than is reasonable and safe under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

WHEREAS, the provisions of ORS 487.490 respecting notice and hearing have been complied with:

It is THEREFORE ORDERED that the designated speed for the following section(s) of highway be as follows:

Name Oswego Highway
Number 3 Route Number ORE43

LOCATION OF TERMINI		Designated Speed
From	To	(Miles Per Hour)
250' S of SW Terwilliger Blvd. (MP 5.79)	"D" Avenue (MP 5.86)	35
100' S of Hughes Avenue (MP 6.82)	150' S of Burnham Road (MP 7.13)	35
150' S of Burnham Road (MP 7.13)	150' N of S Arbor Drive (MP 8.04) (NCL of West Linn)	40 1/

1/ Except that from 70' N of S Glenmorrie Lane (MP 7.38) to 235' N of S Glenmorrie Drive (MP 7.46), the designated speed shall be 20 MPH when children are present as per the provisions of Subsection 2.a., of ORS 487.470.

This rescinds Order No. 3338, dated February 20, 1980.

BE IT FURTHER ORDERED that Oregon State Highway Division (Agency Responsible for Signing) install appropriate signs on the above section(s) of highway, giving notice of the designated speed therefor.

BE IT FURTHER ORDERED that signs installed pursuant to this order comply with the provisions of ORS 487.855.

BE IT FURTHER ORDERED that any previous order made by the Board with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

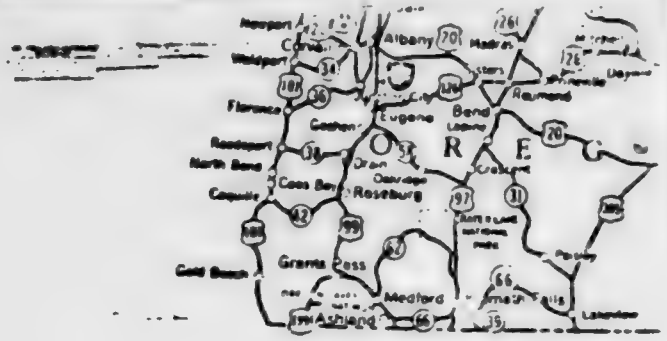
BE IT FURTHER ORDERED that the Secretary of the Board is hereby delegated the authority to sign this order for and on behalf of the Board.

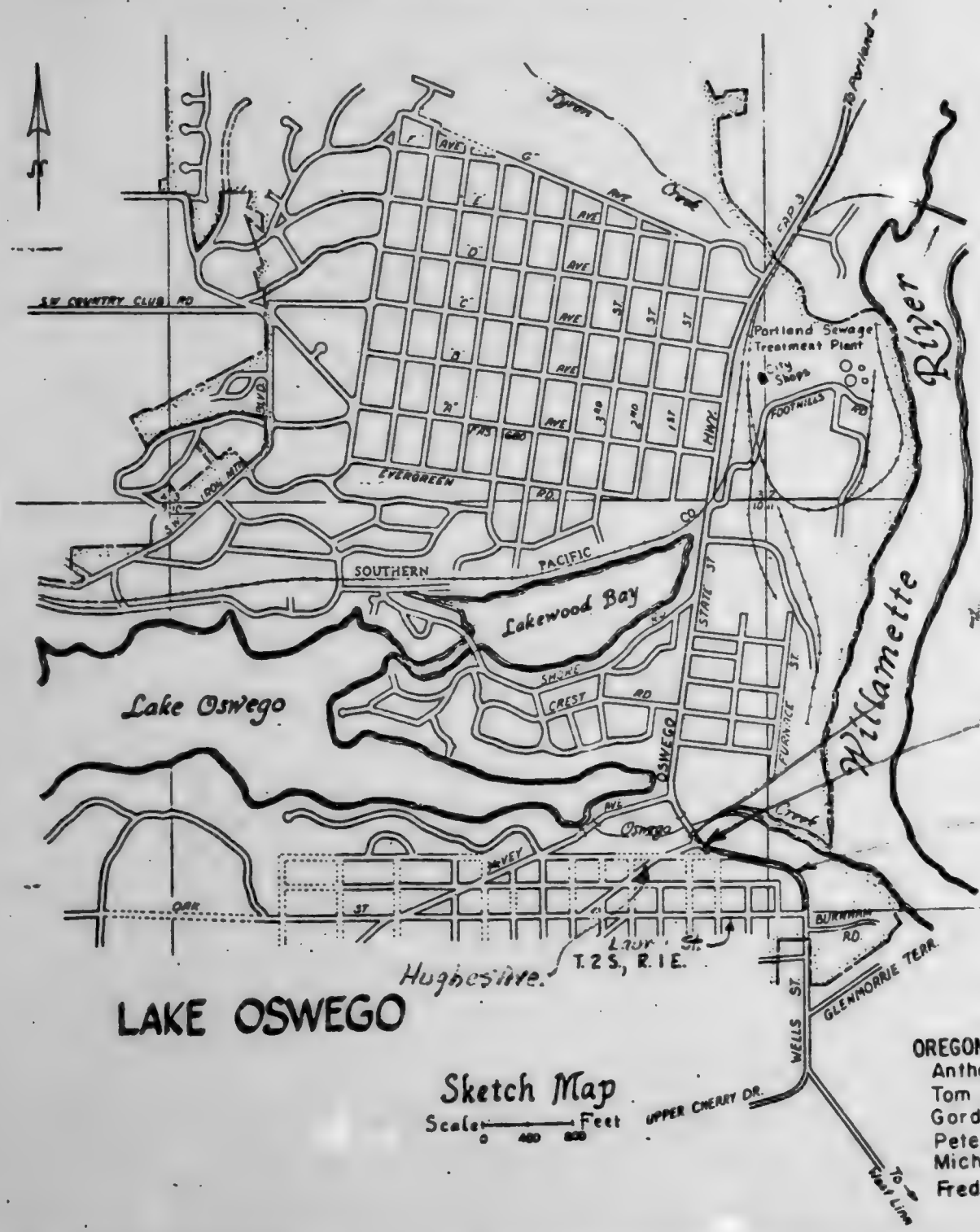
ORIGINAL SIGNED BY L. E. GEORGE
(Secretary)

OSWEGO CR. (SUCKER CR.) SEC.

OSWEGO HIGHWAY (FAU 9565)

CLACKAMAS COUNTY





H S Coulter STATE HIG-

E S Hunter ASSISTANT

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT. 30, 1980 H. S. COULTER

DEPARTMENT OF TR
FEDERAL HIGHWAY
APPROVED:
FIELD OPERATIONS ENG.

9378 G C 3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: November 10, 1980

File No: 3-1950

TO: Fred Eriksen
Road Design, Salem

FROM: James D. McClure
Project Development Engineer

SUBJECT: Traffic Detouring
Oswego Creek Bridge

An investigation of possible detour variations has been conducted by Don Fantz. Attached is his self-explanatory detour investigation, indicating that there are no good options. There are, however, some possibilities for short term detours over city streets that may become necessary during the construction of the overall project.

It is our recommendation to proceed with a one-way traffic operation through the construction area of the partial viaduct, during non-peak traffic hours and night time hours. This will require steel plating of the excavated areas to allow the two-way direction travel during peak hours. One-way traffic could be accomplished during night time hours with the proper flagging, however, there may be other city policies regarding night time work operations.

If you feel there may be some other possibilities, please advise, since through our investigations I see no good solutions.

JDM:PE
Attachment

xc: D. Adams
C. Duval
D. Fantz

cc: Bridge Sec. F.E.

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STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: November 10, 1980

File No: 3-1950

TO: J. D. McClure
Project Development Engineer

FROM: D. E. Fantz
Project Coordinator

SUBJECT: Oswego Creek Bridge
Detour Investigation

John Bustraan and I toured potential detour routes for the Oswego Creek Bridge project. Nearly all of the detour route passed over residential streets with steep road grades that were as narrow as 15 feet. A major concern of the city is the integrity of the neighborhood. Detour routes to bypass the viaduct construction area would lead within two blocks of their new grade school. Questions unanswered to the city deal with the minimum duration of the detour and the necessity for a detour around the bridge as well as around the viaduct construction area. For a detour of any duration (other than a few days) the strength of the pavement along the detour path would have to be investigated. It also appears that the detour bypassing the bridge would require a temporary signal. It would also be necessary to run a one-way grid in certain areas because of the limited width of roadway and this would be an extreme imposition on the neighborhood traffic.

In the review of the detour routes, discussion of alternative methods of traffic handling were brought forth by the city. A method most supported by the city would require no detour and allow for one-way traffic during the work shift and steel plating of excavated areas with narrow lanes during the night and for peak hour traffic. This could be used in combination with minor duration, detours on city streets (one or two weeks) or day-to-day detours with flag people, as needed.

A second alternative may be a flag person or signal controlled one-way traffic system during peak hours and at night. This appeared to lead to the potential of vehicles being trapped because there is not a line of sight between the traffic control points. In addition, traffic detours to direct traffic around the bridge, around the viaduct area, and around the bridge and viaduct area together, were investigated.

A detour around the bridge and viaduct area investigated would be approximately nine-tenths of a mile long. The City of Lake Oswego feels that a temporary signal would have to be installed at McVey Avenue and Erickson Street for southbound traffic. The detour route, as indicated on the attached map, would leave State Street at McVey Avenue, turn left on Erickson Street and turn left on Laurel, returning to State Street (Highway 43) at Laurel Street. The stop street pattern would have to be changed on Erickson. Erickson also has steep road grades. A section of Laurel between Erickson and Hallinan Street would have to be one-way, as it is steep, winding, and only 15 feet wide. The area between Hallinan and Highway 43 on Laurel has a potential of being a speed hazard. It has a steep, downhill grade for southbound traffic. This area is a residential area with no sidewalks.

The detour to bypass only the viaduct construction was investigated. That could be accomplished by using Hughes to Dyer then Laurel back to Highway 43. A one-way grid would work fairly well without disruption to the neighborhood, except for Laurel Street between Hallinan and Highway 43. This route also requires a sharp turn to Hughes Avenue at the end of the Oswego Creek Bridge.

A third detour route investigated would bypass the bridge work area only. This route has a potential for a two-direction detour. This route would leave State Street at McVey on the north side of the bridge, carry traffic to a left turn at Erickson then along Erickson to Oak Street, which is an extension of Hughes Street. Traffic would return to Highway 43 along Hughes Street just south of the bridge. This is similar to the detour used during the construction of the McVey Bridge several years ago.

The city generally opposes routing peak hour traffic through a residential neighborhood and supports maintaining traffic on Highway 43 using extensive construction staging. They would like further investigation of reducing the duration of the detour before taking a final position on the detour.

DEF:PE
Attachment

THIS MAP IS THE SOLE PROPERTY OF THE LAKE OSWEGO CHAMBER OF COMMERCE, AND MAY NOT BE REPRODUCED OR COPIES SOLD FROM SUCH REPRODUCTION WITHOUT THE WRITTEN AUTHORITY OF THE LAKE OSWEGO CHAMBER OF COMMERCE.

LAKE OSWEGO, OREGON

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LEGEND

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- A ARMORY
- CC CHAMBER of COMMERCE
- CH CITY HALL
- L LIBRARY
- FH FIRE HALL
- CHURCH
- SCHOOL
- TRAVELED ROAD
- UNIMPROVED ROAD
- PARK

APPROX. SCALE 1" = 2000'
(CHAMBER OF COMMERCE DIRECTORY)

REVISED NOVEMBER, 1970

BY

ANDREW J. PARIS JR. & ASSOCIATES
REGISTERED OREGON LAND SURVEYORS
LAKE OSWEGO, OREGON PHONE 638-3241

OSWEGO LAKE COUNTRY CLUB

IRON MOUNTAIN PROPERTY

PALISADES SCHOOL

COOKS BUTTE PARK

MARYLHURST COLLEGE

WEST LINN CITY LIMITS

TUALATIN RIVER

9378

L.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 28, 1980

File No: 3-1950

TO: H. S. COULTER
State Highway Engineer

FROM: R. N. BOTHMAN
Administrator

NOTED
H. S. COULTER

SUBJECT: Oswego Creek (Sucker Creek Bridge)

I discussed the letter you received from Glen Green, signed by Herb Schell and dated October 16 indicating that "the request for the expenditure of federal funds for a partial construction project, which creates an unsafe pedestrian condition, is not acceptable." Apparently that letter was written by Herb Schell without knowledge of the earlier meeting held in September between staffs of the Department and FHWA where agreement was reached to proceed on the basis of developing and designing the entire project and building only the bridge portion without the pedestrian path extension, closing the pedestrian facility on the bridge so pedestrians would not have access south of the bridge on the incompleted section.

We will continue to seek additional funds although we have not identified the funding source and until we can we will have to proceed to construct the bridge without the extended pedestrian facility.

RNB:nyr

cc: D.H. Moehring
E.L. Hardt
E.S. Hunter

RECEIVED
STATE HWY ENGR
OCT 29 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9378

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-M-9565(5)
Oswego Creek (Sucker Creek)
Bridge Section, Bridge No. 409B
Clackamas County

Date: October 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's September 19, 1980, preliminary plan submittal (across Oswego Creek). The use of precast bulb-T beams for the main span and precast slabs for the viaduct sections are acceptable. This widening should fit well into this picturesque site.

The request for the expenditure of federal funds for a partial construction project, which creates an unsafe pedestrian condition, is not acceptable. Instead we recommend that you acquire other funds to complete the project as proposed.

For G. L. Green

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cc Hickson

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
Br 409B

September 19, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center Street N.E.
Salem OR 97301

Oregon Project
IX-M-9565(5)

NOTED
E. S. HUNTER

Oswego Creek Bridge
Oswego Creek (Sucker Cr.) Section
Oswego Highway
Bridge 409B

Enclosed are two reduced prints of drawings 35490, 35604, 35375, and 35374 which are the preliminary plan and elevation and vicinity maps for this structure. Also enclosed are two copies of the Foundation Report.

The alignment, roadway width, and sidewalk are in accordance with the standards governing this project. The west sidewalk and the barrier between traffic and sidewalk on the east side have been eliminated from the project since the final Environmental Impact Statement was accepted. The roadway width has also been reduced from 54 to 52 feet.

This project consists of three parts which are called Section I Viaduct, Section II Viaduct, and Main Spans. The Section I Viaduct is necessary to provide for the sidewalk to the south. The Section II Viaduct is necessary to provide for the sidewalk and a transition from the widened roadway on the Main Spans and the two-lane highway to the south. The Main Span portion is a widening of the existing bridge.

For the Viaduct Spans prestressed precast slabs supported on wall type bents with spread footings are proposed. This type of construction will allow for future widening if the highway to the south is ever widened.

For the Main Span widening an arch, precast box beams, and precast bulb T beams with a cast-in-place deck were studied. The precast bulb T beams with a cast-in-place deck was selected. It is the least expensive of the three alternates.

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

The estimated cost of this structure, including an allowance for engineering and contingencies is $1,700,000.

There is a possibility that the available funds will not allow the project to be built in its entirety in which case the Section I Viaduct would not be constructed at this time. This would not provide a safe pedestrian facility and the sidewalk would have to be blocked at the southerly end of the Main Spans.

We request your approval of our preliminary plan and your concurrence that this is eligible for FAI-X funds.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set prints
E. L. Hardt /w/ 1 set prints
Gary Potter /w/ 1 set prints
R. N. Bothman /w/ 2 sets prints - Please note the chain link fence on viaduct spans.

9378

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO 3
Telephone: 238-8226
Date: September 5, 1980

File No: 3-1950

TO: J. D. McCLURE
Project Development Engineer

FROM: R. N. BOTHMAN
Administrator

SUBJECT: Oswego Creek Bridge Design

Contrary to your memo of September 3, the Highway Administration cannot commit to fund the extension of the sidewalk on the Oswego Creek Bridge with the first available FAU funds to the region.

This authority rests with the MPO, in this case the Metropolitan Service District, who has the authority to commit FAU funds in the region to projects.

Your discussions indicate that the question of the final project plan was not resolved, and in fact, was simply deferred to more later meetings with FHWA.

My discussions with Glen Green have indicated that the principal reason for his letter was to acquaint his staff with the proposal and bring them into the decision process to downscope this project to fit the available funds. There are no funds for the sidewalk.

We should complete the design with the sidewalk extension and commit to seek funding for that extension.

We should design a termination of the pedestrian sidewalk to provide for a safe ending on the south end of the bridge.

nyr

cc: W. J. Hart
J. H. Versteeg
D. R. Adams
T. A. Spence
John Tindall
D. E. Fantz

REFERRED TO
Beard, Stoudamire, Cole, Allen, Eriksen, Warren, Hager, Dorn, Leu
Return / Discuss / Do / File Copy / Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christ..., Clem..., Sullivan, Tappin, ..., Wakeley

RECEIVED
SEP 19 1980
ROAD DESIGN SECTION

Do not file, Return to, Initial, Action

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Br 409B

September 5, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street N.E.
Salem OR 97310

Your File
Or Proj
IX-M-9565(5)
HPD-OR

Oswego Creek Bridge
Oswego Creek (Sucker Creek) Section
Oswego Highway
Clackamas County
Bridge 409B

In Mr. Hunter's letter of September 3, 1980 concerning the above project, the second paragraph is incorrect in regard to the east and west sidewalks. It should have read as follows:

"The conclusion reached at the meeting was to proceed with the design based on bridge roadway width of 52 feet and a raised 6-foot sidewalk on the east. This design eliminates the west sidewalk and the GM barrier on the east side of the main structure but will include the Section I viaduct required to extend the east walk south to Laurel Street."

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc H. S. Coulter
E. S. Hunter
D. H. Moehring
R. N. Bothman
E. L. Hardt
Gary Potter

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 5 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

9378

September 3, 1980

DES 23
Br 4098

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Oswego Creek Bridge
Oswego Creek (Sucker Creek) Section
Oswego Highway, Clackamas County
Bridge 4098
Oregon Project IX-M-9565(5)
Your File HPD-OR

A meeting was held August 25, 1980 with E. J. Valach, P. V. Riedl, and W. N. Bryant of your staff, and James D. McClure, John Tindall and Tom Lulay of our staff. This meeting was suggested in your July 9, 1980 memorandum.

The conclusion reached at the meeting was to proceed with the design based on a bridge roadway width of 52 feet and a raised 6-foot sidewalk on the west. This design eliminates the east sidewalk and the GM barrier on the west side of the main structure but will include the Section I viaduct required to extend the east walk south to Laurel Street.

This project, which has been reduced in scope from that described in the Final Environmental Impact Statement, still exceeds the amount approved by M.S.D. An attempt will be made to obtain the additional funds required.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
R. N. Bothman
Ed Hardt
Walt Hart
Gary Potter

JMT:dh ja

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-M-9565(5)
Oswego Creek Bridge
Lake Oswego (Clackamas County)

Date: July 9, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
H. S. COULIER

Recent correspondence between Walter J. Hart and James D. McClure (copies attached) indicates significant design revisions are being made in this project.

To assure orderly advancement of any final project plans, I believe it is necessary to carefully review the revisions being made. Please advise of a convenient time to discuss this matter.

for G. L. Green

NOTED
E. S. HUNTER

Attachments
J. D. McClue to Walter J. Hart (6-18-80)
W. J. Hart to J. D. McClure (6-10-80)
and attachments to ltrs.

RECEIVED
STATE HWY ENGR
JUL 14 '80
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

RECEIVED
TECHNICAL SERVICES
JUL 14 '80
REFER TO Hart
FOR
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R/D please
EN

NOTED
L. L. WALLACE

REC...
JUL 11 1980
OREGON DIVISION

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JUL 15 1980
BRIDGE SECTION

NOTED
W.J. HART

IX-M-9565(5)

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 18, 1980

File No: 3-1950

Bryant *JB
Reid
Valoch
Schell

TO: Walter J. Hart
Bridge Engineer

FROM: James D. McClure
Project Development Engineer

SUBJECT: Oswego Creek Bridge
Oswego Highway
Bridge 409B

* See attached memo to Coulter. JB

Our staff has reviewed the range of designs described in your June 10 letter, reducing the overall costs for the bridge.

It is our recommendation to proceed through final design using the combined deletions: constructing a roadway 52-feet wide; eliminating the west sidewalk, the east shoulder barrier and the extension of the walk south to Laurel Street. These deletions will result in a savings of $490,000.

The overall structural width shown in the final environmental document reduces the structure from 71 to 61 feet. With this ten foot reduction in width, it is recommended that the proposed right-of-way lines remain as shown on the original design. The original right-of-way width was narrower than normal in order to miss the pumping facility.

The bridge project is funded with FAU, freeway transfer e(4) replacement funds. These replacement funds do not escalate as is normal with other projects being funded by freeway transfer dollars. The total amount of funds for right-of-way and construction, approved through MSD for the project, are fixed at about $2,160,000.

We recognize the elimination of the sidewalk extension to Laurel Street will not provide a safe pedestrian facility. If remaining funds are identified after completion of the final bridge and roadway design, an extension of some type will be considered as a number one priority.

JDM:PE

cc: Wally Bryant
J. H. Versteeg
G. A. Potter
D. R. Adams
D. O. Christensen
K. D. Limbocker
C. P. Markham
D. E. Fantz

RECEIVED
JUN 20 1980
OREGON DIVISION

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 10, 1980

DES 23
Br. 409B

TO: Mr. James D. McClure
Project Development Engr. - METRO

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Oswego Creek Bridge
Oswego Cr.(Sucker Cr.) Section
Oswego Highway
Clackamas County
Bridge 409B

An estimate has been prepared for the project structures and the various cost savings described in your letter of May 13, 1980. These estimates are based on approximate quantities and include an allowance for engineering and contingencies.

For the roadway widths described in the Environmental Impact Statement (see Figure 1), $1,980,000 is the estimated cost for the structural work (Main Structure and Viaduct Sections I and II).

Eliminating the extension of the walk south to Laurel Street (Section I Viaduct) would save about $250,000 but would not provide a safe pedestrian access from Laurel Street to the main structure.

Deleting the west sidewalk on the main structure (see Figure 2) would save about $160,000.

Deleting the concrete shoulder barrier and constructing a six foot raised sidewalk on the east side would not save an appreciable amount.

Constructing a 52-foot roadway, eliminating the west walk, and the shoulder barrier on the east side (see Figure 3) would save $240,000.

By combining the savings for the 52-foot roadway and the walk extension, $490,000 could be saved.

Enclosed is a sheet showing the summary of costs and three sheets of bridge sections.

JMT:dh
Enclosures

Contains Recycled Materials

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet .....

Bridge Siuslaw Creek #1 County .....

Calculations by Tom Irby Date 6 June 80 Bridge No. 4072

SP 9770-731

PRELIMINARY COST COMPARISONS
(Includes 20% E&C)

	VIADUCT		MAIN STRUCTURE	TOTAL
	SECTION I 240+00 → 243+75	SECTION II 245+25 → 249+52		
① 54' Rdwy; Both walks with G.M. rail.	$250,000	$460,000	$1,270,000	$1,980,000
② 54' Rdwy; No West walk; G.M. Rail with East walk	250,000	$410,000	$1,160,000	$1,820,000
③ 52' Rdwy; No West walk; No G.M. with East walk	250,000	$390,000*	1,100,000	$1,740,000
④ ③ above-but no East walk to Laurel St.	—	$390,000*	$1,100,000	$1,490,000

Main Struct.

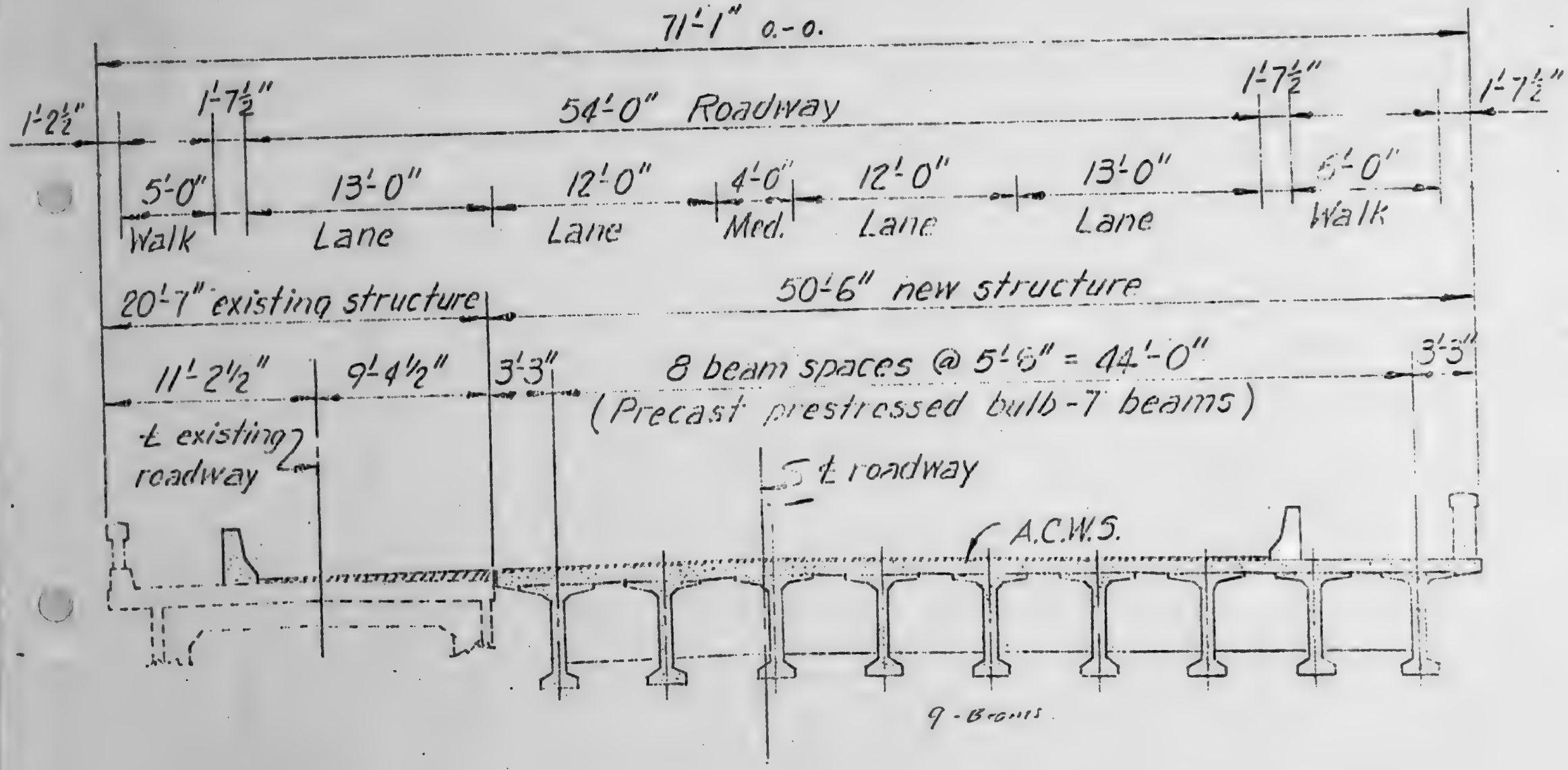
FIG. 1 — 71'-1" out-out
50'-6" "New struc." width

FIG. 2 — 64'-5½" out-out
43'-10½" "New struct." width

FIG. 3 — 60'-10" out-out
40'-3" "New Struct" width

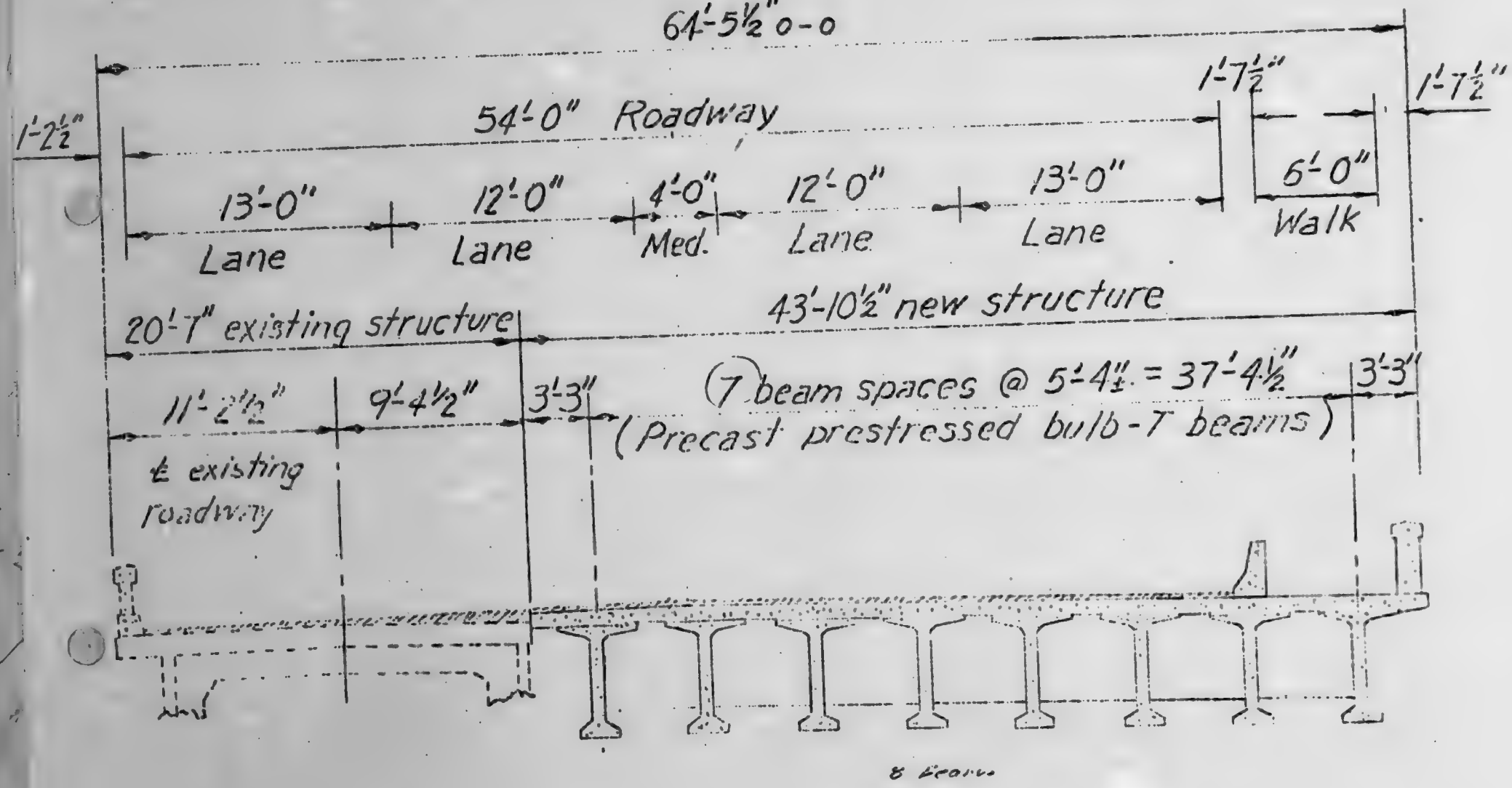
* Based on ratio $\left(\frac{40'-3"}{43'-10\frac{1}{2}"}\right)$ — not actual structural layout.

Reducing structure width by 2'-0" (52' Rdwy) or by 1'-7½" (No G.M. rail won't result in an appreciable cost saving because the width reduction isn't enough to allow a prestres. bm. to be the



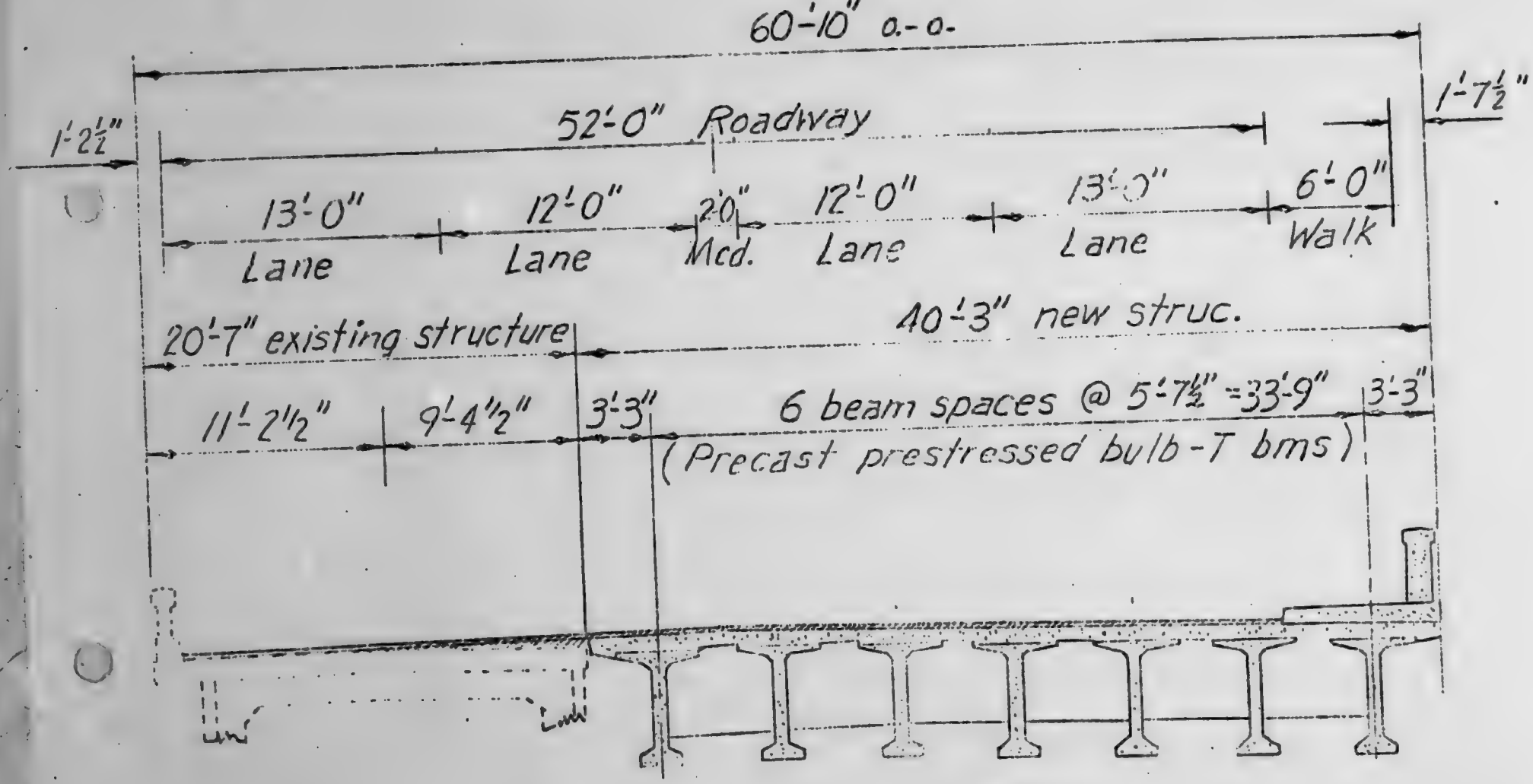
TYPICAL SECTION - 54' RDWY.

FIGURE 1



TYPICAL SECTION - 54' RDWY · NO W. WALK

FIGURE . 2



TYPICAL SECTION - 52' RDWY. - NO GM BARRIERS

FIGURE 3

9378

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-17-80

FEDERAL AID PROJECT NO.: IX-[illegible]9565(5)

STATE PROJECT NO.: See below

FROM: E. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Clackamas

ITEM NO.: 71440

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7-24 orig 1C

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STATE HWY ENGR
JUL 24 '80

REFER TO Maehrens
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-17-80	FAU 9565	Primary 3

GENERAL LOCATION:

Oswego (Sucker) Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Program Change - See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-4-80 I approve the program change adding appropriation code 823 and changing project number to IX-M-9565(5).

Also, as requested, I approve the revised Preliminary Engineering costs to a TEC of $174,500 - Federal funds $149,800. (Increase for appn. code 823 TEC $30,057 - Federal funds $25,548)(Advice dated 7-16-80).

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-17-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-488

9378

STATE OF ORE ON
Department of Transportation
Metropolitan Branch

I EROFFICE MEMO 3
Telephone: 238-8244
Date: July 15, 1980

TO: James D. McClure
Project Development Engineer

File No: PRO 3

FROM: Donald E. Fantz
Donald E. Fantz
Project Coordinator

SUBJECT: Public Participation Reports

Here are the public participation reports for: Oswego Creek Bridge, Basin/Going Interchange, and Greeley/I-5 Connection projects. By a copy of this letter I have transmitted this information to the appropriate supervisors to supplement project records and be available to assist design and construction engineers as necessary.

DEF:PE
Attachments

cc: E. L. Hardt
D. O. Christensen

1 Versteeg
Anderson
Christensen DOC
Olson
Sullivan
4 Terpin E
Trout
3 Wakerlig

RECEIVED
JUL 16 1980
ROAD DESIGN SECTION

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Action

NOTED
F. E. TERPIN

PUBLIC PARTICIPATION REPORT
BASIN AVENUE/GOING STREET INTERCHANGE PROJECT

During the development of the project, certain design features were developed and incorporated because of concerns of various agencies and groups within the TAC and CAC. The need for certain peculiarities in the design may not be evident without further explanation. An additional source of information would be the remark and response section of the Final Environmental Impact Statement.

This particular project has its broad base of input because of the underlying reason for the project. The whole basis of the project is to allow the maximum development of Swan Island as an industrial area. Previous efforts to develop adequate access have met with resistance of the adjoining neighborhoods. This project was developed with a companion project, Greeley Avenue/I-5 Connection, which allows an alternate route for traffic to and from Swan Island.

A major part of the design effort was oriented around a transit circulation scheme to maximize the service and therefore the employment on Swan Island. This project was designed and submitted to Salem in August of 1978 with one transit circulation scheme proposed. On-going land use studies for the development of Swan Island and Mocks Bottom, and a re-evaluation of transit ridership led to proposed change in the transit circulation system.

The Oregon Department of Transportation (Metro) asked that concurrence between the city, the Port and Tri-Met be reached on design revisions before they requested that changes be incorporated into the project. Keeping the cost of the project within the available funds remains the major concern of the city. Another major concern was not to delay the schedule for the development of the project by implementing design revisions. Below are explanations of various design features that express the major concerns of the city bureaus and groups involved in the project development.

TRI-MET TRANSIT CIRCULATION CONCERNS

Tri-Met's transit circulation scheme changed from an AM peak transit station and PM peak transit station system to an in-bound transit station and out-bound transit station system. For the in-bound and out-bound transit system to function through the whole day, and serve the commercial and industrial areas on the island, a close proximity was necessary. This proximity was to be achieved while acquiring only the minimum amount of right-of-way. A large island was created by the use of the preferred free flow radius at the North Anchor Street and Channel Avenue intersection. This large island had adequate area to accommodate a bus transfer station and eliminate the need for additional right-of-way on the west side of the intersection. The transit stations shift from the Basin Avenue/North Going Street intersection to the Anchor Street/Lagoon Avenue intersection, making it necessary to have two-way traffic on Anchor Street between Lagoon Avenue and Basin Avenue. This travel lane serves mainly bus traffic. Anchor Street is proposed to be one-way west between Channel Avenue and Lagoon Avenue.

TRAFFIC CIRCULATION PATTERNS

The Port of Portland felt that the eastbound lane on Anchor Street, between Lagoon Avenue and Basin Avenue, should not be restricted to buses only; though the bus transit circulation system was the cause of its implementation. The Port of Portland felt that enforcement of a bus-only lane would be more troublesome than the inconvenience caused to bus traffic by a small amount of local vehicular traffic. The need is also reinforced by the transit station on Lagoon Avenue blocking access along the major length on that side of the block.

A major concern is the left-turn movement from Lagoon Avenue to Anchor Street. The problem is accented by the weave conflict between vehicles leaving the island and vehicles heading toward the Freightliner parking lot. This turn movement should be controlled by the signal and not be allowed a free-flow movement.

The city's insistence that our project meet a four 11-foot lane section on Lagoon Avenue requires that the project limits be set at the end of the taper from Anchor Street.

A major concern of the Port of Portland is that the lane configuration leaving the island allows one lane of traffic from the Basin Avenue side and two lanes of traffic from the Channel Avenue side of the island to be the three through-lanes proceeding up Going Street. Employment projections for the island support this distribution.

The railroad has a concern for their peak-hour traffic entering from the private road south of the Basin Avenue/Going Street intersection. The city has a policy of delineating private access with a driveway rather than street curb returns. At the city's request, an attempt has been made to reinforce the right-turn-only by placing a raised island on the driveway.

PEDESTRIAN CIRCULATION FACILITIES

The general policy for the island is that roadway sidewalks are not necessarily needed. Major industrial developers are responsible for internal pedestrian circulation systems. Tri-Met requests adequate sidewalks to connect commercial/industrial areas with transit stops and transfer stations. The city prefers a minimum amount of sidewalks in the undeveloped areas, to help keep the project within the funding limits. The Bureau of Streets and Structural Engineering, City of Portland, indicates that eight-foot sidewalks are adequate, except in the area of transit shelters, where ten-foot sidewalks are needed. This also aids in reducing the necessary right-of-way acquisition. The sidewalk system, indicated on the plans, is deemed the minimum necessary to carry pedestrians from employment centers to transit stops or transit stations. The pedestrian overcrossing facility of Going Street has been deleted, based on relocation of the transit stations and less dense land use in the area of the crossing. Investigation of undercrossings and overcrossings at other locations showed the same lack of justification. At the Anchor Street intersections, turning radii were proposed to be minimum to keep pedestrian crossing distances at a minimum.

MINIMIZATION OF RIGHT-OF-WAY TAKING

Two major concerns of the Port and the city are that increase of right-of-way takings would cause cost of the project to exceed the available funding and that increase of right-of-way takings in certain areas would introduce other parties into the right-of-way negotiations and therefore increase the necessary time for acquisition, lengthening the project schedule. The Port of Portland also had a concern about the damage to certain marketable parcels due to the decrease in size. In the area bound by Going Street, Anchor Street and Lagoon Avenue, the 125-foot radius decreases the parcel size considerably.

During the sale of the property northeast of the Basin/Going intersection, the Port of Portland made an effort to retain all that was necessary for the construction of the Basin/Going project in the sales contract with Crow-Spieker-Hosford-Chadwick and Diesel Services Unit Company. The Port agreed to sell the remainder of the excess property not needed for highway construction to these owners at a pre-determined unit price. The degree of curve designed for the free movement from Going Street to Basin Avenue stays within the retained amount of right-of-way.

PROJECT STORM SEWER SYSTEM

The lagoon area is to be filled with channel maintenance dredge spoil, over a long period of time. Several sewer outfalls that are now discharging into the lagoon area would need to be picked up by a new system and carried to the river. The City of Portland has developed a sewer system that will carry storm sewer runoff in a main sewer trunk along Basin Avenue to the downstream end of the island. Profile grades, pipe sizing and the location have been supplied by the Bureau of Sanitary Engineering, City of Portland, so that they are compatible with the future plans for the system required as the lagoon is filled with waste material. Only certain areas of the total system are included in the project. The obvious oversizing, in regard to the transportation project, is for the capacity needed when the lagoon is filled and more surface area requiring drainage is created.

ANCHOR STREET FILL

The Anchor Street fill was placed as Phase 1 of this project in December of 1979 to allow necessary settlement time prior to the actual roadway construction. Fred Yarbrough approved the surcharge placement in February and predicts adequate consolidation of the fill within approximately one year. Our region geologist is monitoring the fill for settlement during this period to confirm the surcharge time necessary. The 60-inch culverts through the fill are placed for use in the Port of Portland's channel maintenance dredging operation. These pipes were placed during the fill operation with the estimated amount of settlement accounted for. In the event that the anticipated settlement does not take place, a conflict may arise between the storm sewer grade and the location of the spillway pipe for the dredging operation. The Port of Portland indicates approximately 3/4 the capacity of the 60-inch pipe is needed to accommodate the spillway volume needed for the 30-inch

pipeline dredge operation. In the event that a conflict does occur, the preferred sewer grade may be maintained by cutting into the top of the spillway pipe if the conflict is minor.

LANDSCAPE DESIGN

The Port of Portland's existing policy is that the responsibility for maintenance of landscaped areas in the right-of-way belongs to the Port. To encourage landscape treatment in the industrial area the Port agrees with the developer that the Port will maintain landscaping within the public right-of-way on the island. The city only assumes responsibility for maintenance of landscaping of public right-of-way when the roadway has a designation of a boulevard or gateway function. The Port of Portland, being the one designated responsible for the maintenance of the landscape, has proposed landscape treatment reflecting their policies.

CONTINUED CITIZEN INVOLVEMENT

In 1974, the City Council passed a resolution limiting the amount of peak-hour traffic using Going Street. This was in response to the citizens petition to protect the neighborhood. An interim control of 3,100 vehicles per hour to or from Swan Island has been established, pending the completion of the Going Street Noise project. Once the Going Street Noise project is complete, a maximum trip generation of 3,600 vehicles per hour to or from Swan Island will be in effect until the Greeley/I-5 Ramp project is completed. At that time, the resolution allowed a maximum volume of 4,500 vehicles per hour in the peak direction. The City of Portland will restrict industrial development on Swan Island and Mock's Bottom to maintain these traffic limits.

The Port of Portland is constructing a bridge over the railroad tracks to Mock's Bottom with Economic Development Administration grant money. Construction of this structure will be going on at the same time as the Basin/Going project is scheduled. This may lead to a need for coordination with the Port of Portland to limit construction impact to traffic.

The citizens along Going Street and in the Overlook neighborhood have been very active in protecting their interests and are expected to continue to do so. Jerry Mounce, the city staff person for Neighbors North, is also a resident of the neighborhood. She has been active in conveying the citizen's concerns to the department. Bruce Bosch, who was the Chairman of the Citizens Advisory Committee, may continue to seek information on the project's progress. Certain other citizens in the neighborhood surrounding the project have been active with the Swan Island Task Force. The task force was initially directed to insure economic growth through developing additional access to Swan Island, while protecting adjacent neighborhoods.

Barbara Jaeger and Si Stanich were active in the Swan Island Task Force and are still active in an effort to protect the neighborhoods. The names listed below are a source of continuing citizen and business contact.

Jerry Mounce
7508 N. Hereford
Portland, OR 97203

Barbara Jaeger
7130 N. Wall Avenue
Portland, OR 97203

Bruce Bosch
Superior Machine Products
P.O. Box 12171
Portland, OR 97212

Simon G. Stanich
2027 N. Skidmore Court
Portland, OR 97217

Steve Dotterrer, City of Portland Planning Bureau, was very active on the Technical Advisory Committee. Mike Bauer, Bureau of Traffic and Dave Hill, Bureau of Streets and Structural Engineering, are familiar with the city's justification for particular elements of the project.

DEF:PE
7-14-80
METRO

9378

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-2-80

FEDERAL AID PROJECT NO.
X-9565(11)

ST. PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71440

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL -7 '80
REFER TO.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUL 2 1980 ~~6-25-80~~	FAU 9565
		STATE ROUTE NUMBER: Primary 3

GENERAL LOCATION:
Oswego Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4-28-80 you are now authorized to proceed with all phases of Right of Way acquisition as outlined on R/W Map 9B017-4 at a TEC of $63,000 - FF $53,550. Federal participation is limited to that right of way actually incorporated in the final location.

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-2-80	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—631-808

9378

July 2, 1980

COR 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of April 1980 through June 1980 are the following:

Portland

1) SW 80th Ave.-Pacific Hwy. (Tualatin) Sec.
2) Westside Corridor Project, Phase II Alternative Analysis/DEIS Project
3) SE Holgate Blvd.-SE Glenwood St. (Portland) Sec.
4) Oswego Creek (Sucker Cr.) Sec.
5) Banfield Light Rail Transit Sta. Area Planning Program.
6) SW Murray Blvd.-SW Alice Lane Sec.
7) Basin Ave.-Going St. Intchg. (Portland) Sec.
8) NW 26th Ave.-NW Glisan St. (Portland) Sec.
9) NW Portland Transportation Study

Note: There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F.B. Klaboe
Director

JLG: jv
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9378 3

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

June 23, 1980

In Reply Refer to File No.

3-1950

John M. Godsey, Director
Public Works Department
City of Lake Oswego
P.O. Box 369
Lake Oswego, OR 97034

Subject: Oswego Creek Bridge

The final bridge and road design is proceeding through our Salem office. The bridge will be based on the 52-foot roadway section and deletion of the west sidewalk and easterly shoulder barrier. Also, the extension of the sidewalk to Laurel Street will not be included in the first phase contract. We are anticipating a bid letting for the project during the first quarter of 1981. The preliminary plans for the project should be available for review in November.

We are concerned, as we know the council is, about the connection of some type of a pedestrian facility extending to Laurel Street. Depending on funding ability, we will look into some possibility of extending the sidewalk on perhaps a temporary nature, following completion of the final design phase.

James D. McClure
Project Development Engineer

JDM:PE

cc: J. H. Versteeg
W. J. Hart
G. A. Potter
D. O. Christensen
D. R. Adams
K. D. Limbocker
C. P. Markham
D. E. Fantz
Wally Bryant

Versteeg ✓
Anderson
Christensen Copy
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

CITY OF LAKE OSWEGO

June 17, 1980

Mr. James D. McClure
Project Development Engineer
Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

MA PDM PDE TSE SPC
ODOT - METRO
JUN 19 1980

AMS PPS PPC FILE T/A

Re: Oswego Creek Bridge

Dear Mr. McClure:

At the Council Meeting of June 11, 1980, the City Council considered the projected cost overruns for the Bridge and discussed the scope reductions, attempting to address the cost factors.

In the order in which they should be considered for cost reduction the Council approved the following four items for reductions to the scope of the project.

1. Construct a 52-foot roadway section, reducing the median strip from four to two feet.

2. Delete the west sidewalk from the Bridge.

3. Delete the concrete shoulder barrier and construct a standard curb with a six-foot wide raised sidewalk on the east side.

4. Eliminate the pedestrian/bikeway extension south to Laurel Street from the first phase of the project.

Council's approval to reduce the scope of the project came on a 4 to 3 vote. Approval came following a debate during which several members expressed displeasure with the results of the process that solicited large amounts of public input only in the end to discard that input due to the State's inability to fund the total project. The Council feels very strongly that a pedestrian connection to Laurel Street is necessary and should be accommodated within the proposed first phase project, even if the extension beyond the viaduct is of a temporary nature.

The Council has requested that the State proceed as rapidly as possible to complete the project before a lack of funds again reduces the scope of the project. If you need anything from the City in order to proceed with this project, please notify me at your earliest convenience.

Yours truly,

John M. Godsey, Jr.
Director of Public Works/Planning

JMG:k

cc: John Bustraan
ODOT file
Oswego Creek Bridge
GPW file

9378

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-10-80

FEDERAL AID PROJECT NO.: IX-M-9565(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 71440

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Invest | R/O | D/R | Spec | Art | File

6/11. ordg Mailing

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/10/80	FAU 9565	Primary 3

GENERAL LOCATION:

Oswego (Sucker) Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program change See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/4/80 I approve the program change adding appropriation code 823 and changing project number to IX-M-9565(5).

Also as requested I approve the revised Preliminary Engineering Costs to a TEC of $174,500 - Federal Funds $149,800.

(Increase appropriation code 823 TEC $30,057 - Federal funds $25,548)

"Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases."

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/10/80	R. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-088

9378

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-10-80

FEDERAL AID PROJECT NO.: M-9565(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 71440

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/11 orig.

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
Mochring
FOR

Info	Inves	R/D	D/R	Sen	Att	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 6/10/80

FEDERAL ROUTE NUMBER: FAU 9565

STATE ROUTE NUMBER: Primary 3

GENERAL LOCATION:

Oswego (Sucker) Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/4/80 I approve the revised Preliminary Engineering Costs to a TEC of $144,443 Federal Funds $123,932.

(Increase TEC $14,443 Federal Funds $12,392)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/10/80	G K Hoosan	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-455

9378 C C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

June 4, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Change of Project Funding
Item No. 71440
Project No. M-9565(5)
Oswego (Sucker) Creek Bridge Sec.
Clackamas County

I request approval to joint fund the subject project with Interstate Substitution General funds requiring changes on the PR-1 form as follows:

1) Project Number: Change to read "IX-M-9565(5)
2) Appn. Code: Add "823"
3) Class of Federal Funds: Change to read ". . . & Interstate Substitutions General Funds"
4) Estimate Project Cost by Phases: Change to read . . .

Appn. Code	TEC	FF	SF	Amount	%
W36	$144,443.00	$123,932.00	$20,511.00	Orig.	85.80
823	30,057.00	25,548.00	4,509.00	Add'l.	85.0
	$174,500.00	$149,480.00	$25,020.00		

Note: Revised cost reflects the latest estimate set forth in the attached copy of the justification letter dated May 30, 1980.

Form 734-3122

Approval of this request will involve additional financing utilizing Interstate Substitution General funds for the amount in the proceeding tabulation under appropriation code 823.

This request is based on the April 25 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

Also, this project is included in MSD FY '80 AE/TIP on page 197 as items 66 & 305.

JLG:bke

Attachment

cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner

9378 2 6-3-80 C

Oregon State Highway Division
Salem, Oregon November 16, 1977

Federal Aid Project
No. M-9565(5)

Oswego (Sucker) Creek Bridge Section
Oswego Hwy. In Clackamas County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$110,000.00
Preliminary Engineering	TOTAL	$110,000.00

Length of Project. . . . . 0.4 mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
P.E. (Field Work)	$110,000.00	$ 94,380.00	$15,620.00
Retain In Program			
PS&E Preparation	$ 20,000.00	$ 17,160.00	$ 2,840.00
TOTAL	$130,000.00	$111,540.00	$18,460.00

Group 1 - 100%
Prefix 3-1950

Estimated TC = $174,500 -

MSD approved $123,932 in urban system federal funds.

123,932 ÷ 85.8% = $144,443 - Total cost.

$174,500 -
- 144,443 -
$30,057 - overrun @ 85.8% = $25,788 - addn'l M funds

30,057 - @ 85% if IX = 25,548 - in IX. funds.

Do we go to MSD for additional urban system funds or use IX funds.?

TC, as of 5-22-80 = $123,948.56
Fed funds allocated = 104,854.71

6-3-80
MAX is checking - Overrun will be funded from FAI-X.
Take from Oswego Cr. Br. Const.
✓ Cliff.

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

April 28, 1980

TO: G. L. Green, Division Asministrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 71440
Project No. IX-9565(11)
Oswego Creek Bridge Section
Clackamas County

Enclosed is data for the subject project.

I request the following:

1) Transfer of Interstate Substitution General Funds for the right of way on the project at an estimated total cost of $63,000 with substitution funds in the amount of $53,550.

2) Authorization to proceed with the actual acquisition of right of way all phases. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map 9B-17-4. No relocation assistance is involved.

This request is based on the April 25, 1980 letter to you from F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bke
cc: R. Bothman (Metro)
M. Klotz
J. Rose
J. Boyd
G. Zehner
F. Lowe

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-28-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
		SR 43, Ladd Ave. (Lake Oswego), S.E. 0.4 mi.	ADT	14,800	---	--	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14–23)	NUMBER (7)
	Right of Way Acquisition								IX-	9565

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Interstate Substitution General Funded	Clackamas
	NAME OF URBAN AREA (17-31)	ROUTE NO. U
	Portland	FEDERAL-AID 9565 (32) STATE 3 (36)(37) U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(15)	41									
5					PE		"Oswego Creek Bridge Section"					
5					ROW			0.25	63,000	53,550	9,450	
5					CONST (CODE)							
							PROJECT TOTALS	0.25	63,000	53,550	9,450	

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	10-4-79

(16) (23)(24) (33)

REMARKS Additional Data, see No. M-9565(5).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-01)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-28-80

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
43, Ladd Ave. (Lake Oswego), S.E. 0.4 mi.	ADT	14,800	---	--	10	Oregon	41	823	71440
									T, Projects Only

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
Equisition								IX-	9565	(11)		

Interstate Substitution General Funded

Portland

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. U — FEDERAL-AID: 9565 — STATE: 3 — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Oswego Creek Bridge Section"	0.25	63,000	53,550	9,450		ROW-80' min.; Access Control-Partial; Parking Restrictions-Complete.
ROW								
CONST (CODE)								
		PROJECT TOTALS	0.25	63,000	53,550	9,450		

APPROVAL DATES: CL 10-4-79

REMARKS: Additional Data, see item No. 71440, Project No. M-9565(5).

-over-

USCOMM DUSCOMM-DC 48905-P6

Chiego Creek Bridge Section
Project No. IX-9565(11)

Project Data: Work under this project consists of right of way acquisition all phases for the future construction necessary to widen the existing bridge to provide for 4 travel lanes with 4 foot median, sidewalks each side and bikeway.

FHPM 7-7-2 Requirements: Final Negative Declaration and Section 4(F) Statement approved by FHWA on February 12, 1980.

FHPM 7-7-5 Requirements:

a) Public Hearings - - Held on May 18, 1978
b) Location/Design - - Approved by FHWA on February 12, 1980.

Note: 1) This project is in Congressional District No. 1
2) Included MSD FY '80' TIP/AE item No. 305, Page 168.
3) No relocation assistance involved.

9378

April 25, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Oswego Creek Section
Oswego Highway (FAU 9565)

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

9328

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-6-80

FEDERAL AID PROJECT NO.: M-9565(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 71440

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, OR 97310

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR
Info | Assess | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-12-80	FAU 9565	Primary 3

GENERAL LOCATION:

Oswego (Sucker) Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2-25-80 letter, based on adoption of Final Negative Declaration as of 2-12-80, you are now authorized to proceed with the work as shown above at a TEC of $20,000 with Federal participation limited to $17,160.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-6-80	G. L. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-455

9378

PE-FAU 9565

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8254
Date: March 5, 1980

File No: 3-1950 (100)

TO: JACK CARTWRIGHT
Utilities Engineer - Salem

FROM: GARY KENNEN
Metro Utilities Engineer

SUBJECT: Utility Relocation
Oswego Creek Bridge
Oswego Highway
Clackamas County

Part of the above project calls for widening of the Oswego Creek Bridge - since the structure is eligible for the National Register of Historic Places, the Final Negative Declaration requires the west face of the bridge to be restored to its original condition.

Over the years a wood walkway was added to the west side of the bridge and Pacific Northwest Bell Telephone has attached a cable system to this walkway, under permit. This walkway is to be removed. It would appear a standard conflict letter to Pacific Northwest Bell, asking them to relocate at their cost, would suffice.

Also attached to the westerly face (but not to the walkway) is a sanitary sewer belonging to the City of Lake Oswego. This sewer is also covered by a permit. Discussions with the City indicated they object to relocating this sewer on two points:

1) The sewer is not in direct conflict with the proposed widening.
2) The City doesn't have necessary funds.

In an attempt to ease the City's burden, the Federal Highway Administration has verbally agreed to pay a portion of the sewer relocation. The state has refused to contribute to the relocation due to permit obligations.

All of the above leads to some unresolved problems:

1) Someone must design a new sewer.
2) An estimate of cost must be prepared, and a cost share determined.
3) A more binding commitment is required from the Feds.
4) A formal agreement will need to be worked out with the City.

RECEIVED
MAR 7 1980
RR & UTILITY UNIT

The purpose of this memo, as you might have guessed, is to request your help to reach the above goals.

pq

cc Max Klotz
Don Fantz

xc: Pieter Oyknaan
Gary Zehner
SWAN

(470)

Lake Oswego Review, Thurs., Oct. 4, 1979

City Council, state reach agreement on State Street

An agreement between Lake Oswego and the state Department of Transportation for widening of a portion of State Street was unanimously endorsed by the Lake Oswego City Council in its regular meeting Tuesday night.

Signing of the agreement gives the go-ahead for preliminary engineering to begin on the widening project between B Avenue and North Shore Road.

In a related development, the council directed a letter be written protesting a requirement by the state Historic Preservation Office that the sewer line under State Street bridge over Oswego Creek be relocated.

The State Street widening project will consist of four travel lanes and a left-turn refuge. New traffic signals at A and B avenues and North Shore Road intersections will also be installed.

It is expected removal of parking from that stretch of State Street will be necessary. Where the parking will go is a question yet to be determined and public hearings about replacement parking will be held before final decisions are made, said city traffic engineer John Bustraan.

Project cost is estimated at $850,000, said Public Works Director Nawzad Othman, of which the city's share will be between $110,000 to $120,000. The majority funds are from the federal government, he said.

The council directed Mayor Herald Campbell to write a letter protesting a recommendation to National Advisory Council on Historic Preservation that city sewer lines underneath the Oswego Creek bridge be relocated.

The historic office recommended that the entire west elevation of the bridge remain intact when the bridge is widened to maintain the historic nature of the bridge. According to James McClure, state highway project engineer, approval of the historical preservation "mitigation" is required prior to Federal Highway Administration project approval.

Cost to the city to relocate sewer lines may run $6,000 to $7,000 said Othman. The rest of the estimated $55,000 cost would be borne by the federal government, he said.

Plans call for expansion of the two-lane bridge into four lanes. The east side of the existing bridge would be torn down, but the west side would remain under the proposed historic preservation.

Letting of bids for the bridge project are scheduled for July 1980, according to McClure. Construction is expected to take about two years.

NOTED
J. M. CARTWRIGHT

RECEIVED
R.R. & UTILITY UNIT

Jantz
Oswego

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 14, 1979

Salem, Oregon 97310

FILE:

FROM: Pieter Dykman, Research Coordinator
Environmental Section

SUBJECT: Mitigation for the Oswego Creek Bridge Project

TO: Jack Cartwright
R/W Utility Engineer
Right-of-Way

At the request of Gary Potter, I am hereby providing you with background information for the utility relocation on the Oswego Creek Bridge project.

The Oswego Creek (Succor Creek) Bridge is considered to be eligible for the National Register of Historic Places. It is a "McCullough" Bridge built in 1920 and essentially unmodified since. The bridge's eligibility is a finding of the Oregon State Historic Preservation Office (SHPO) agreed to by the Advisory Council on Historic Preservation (ACHP).

Since the widening of the Oswego Creek Bridge to the east involves it's partial destruction through the removal of the bridge railing and the obscurring of the eastern elevation some mitigation of this impact is appropriate and necessary.

The request to remove the sidewalk and utilities from the western bridge facade (thereby restoring one side to its original appearance) was made by the SHPO as an appropriate form of mitigation and as a precondition for project approval.

The mitigation by removal of the sidewalk and the utility pipes was agreed to and subsequently approved for federal participation by the Oregon Division of the Federal Highway Administration.

A 106 (Historic) finding and case report have been prepared and forwarded to the National Advisory Council on Historic Preservation for their concurrence and approval. Their verbal approval has been received. We are presently awaiting their written response.

If I can provide you with any further information, please advise me.

PTD:lb

cc: Buzz Swan
Jim McClure

NOTED
J. M. CARTWRIGHT

RECEIVED
NOV 14 1979
RR & UTILITY UNIT

XC: Gary Kennen 11-15-79

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 12, 1979

Salem, OR 97310

MIA PDM POE TSE SPC
ODOT METRO
FILE
SEP 17 1979
AM PPS
FILE EA

FROM: Pieter T. Dykman, Research Coordinator
Environmental Section

TO: MEMO TO THE FILE

SUBJECT: Utilities
Oswego Creek Bridge and McVey Avenue Intersection Signals
City of Lake Oswego
Clackamas County, Oregon

A meeting was held on September 11, 1979 at Oswego Creek Bridge to determine the desirability of utility relocation. In attendance were Wally Bryant, FHWA; Dave Powers, SHPO; Craig Markham, Metro; and Pieter Dykman, Environmental Section.

The August 17, 1979 letter from the State Historic Preservation Office, commenting on the "106 package", suggested utility relocation as a desirable form of mitigation for the historic impacts caused by the bridge reconstruction. Cost estimates for the relocation of the utilities were subsequently prepared by Metro. Followup discussion with the Federal Highway Administration raised the question of the value of the mitigation versus the public costs.

There are three utility lines presently visible from views toward the bridge's western elevation. Telephone cables are attached to and hung just below the wooden sidewalk. A sewer line is attached by metal straps to the west side of the bridge and hanging approximately four feet below the sidewalk. A natural gas line hangs approximately 10 feet below the center of the main deck of the bridge.

The telephone line will need to be removed along with the sidewalk. Sidewalk removal was already agreed upon since it is not part of the original structure and obscures part of the western facade. The sewer line is presently interrupting the visual continuity of the arches on the western elevation and will along with the support straps become even more visible with the removal of the wooden sidewalk. Hence its relocation is also desired.

Discussions between the staff at the meeting and inspection of the utility lines lead to the conclusion that the telephone and sewer lines should be removed to a less conspicuous location underneath the new bridge addition, but that the natural gas main could remain in its present location. The State Historic Preservation Office definately feels that the estimated costs of the utility relocation ($55,000 for the sewer line and $30,000 for the telephone cables) is commensurate with the historic value of the bridge and an effective mitigation measure for the adverse impacts to the eastern facade.

PTD:brl

cc: Wally Bryant, FHWA
Dave Powers, SHPO
Craig Markham, Metro
Paul Riedl, FHWA
Gary Potter, Environmental Section
Jim McClure, Metro

CC Adams Foster Kennedy

9-24-79 CC: CARTWRIGHT

1981 Oswego Ck. (Sucker Cr.) Br. 9378
Sec. of the Oswego Hwy. (Grad.,
Pav., Struc., Sign., Illu., Sig.) #2

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 25, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Original Signed By
D. E. Swan
D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Item No. 71440
Project No. M-9565(5)
Oswego (Sucker) Creek Bridge Sec.
Clackamas County

I request authorization as of February 12, 1980 to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $20,000 with obligation of $17,160 in Federal funds.

This request is based on the fact that the Final Negative Declaration received FHWA's concurrence on February 12, 1980.

JLG:bke

cc: R. N. Bothman (Metro)
E. L. Hardt (Region 1)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

.378

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FINAL NEGATIVE DECLARATION

AND

SECTION 4(f) STATEMENT

Oswego Creek Bridge and

McVey Avenue Intersection Signals

Oswego Highway #43 (FAUS 9565)

Clackamas County

Oregon

Oregon Department of Transportation

and

Federal Highway Administration

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ATTACHMENT -- 4(f) STATEMENT

George Rogers Park

and

Oswego Creek Bridge

APPENDIX F -- Correspondence with the U.S. Heritage Conservation and Recreation Service (Formerly BOR) regarding use of public recreation land (George Rogers City Park) in the project

APPENDIX G -- Acknowledgements and Qualifications of personnel responsible for the preparation of this document

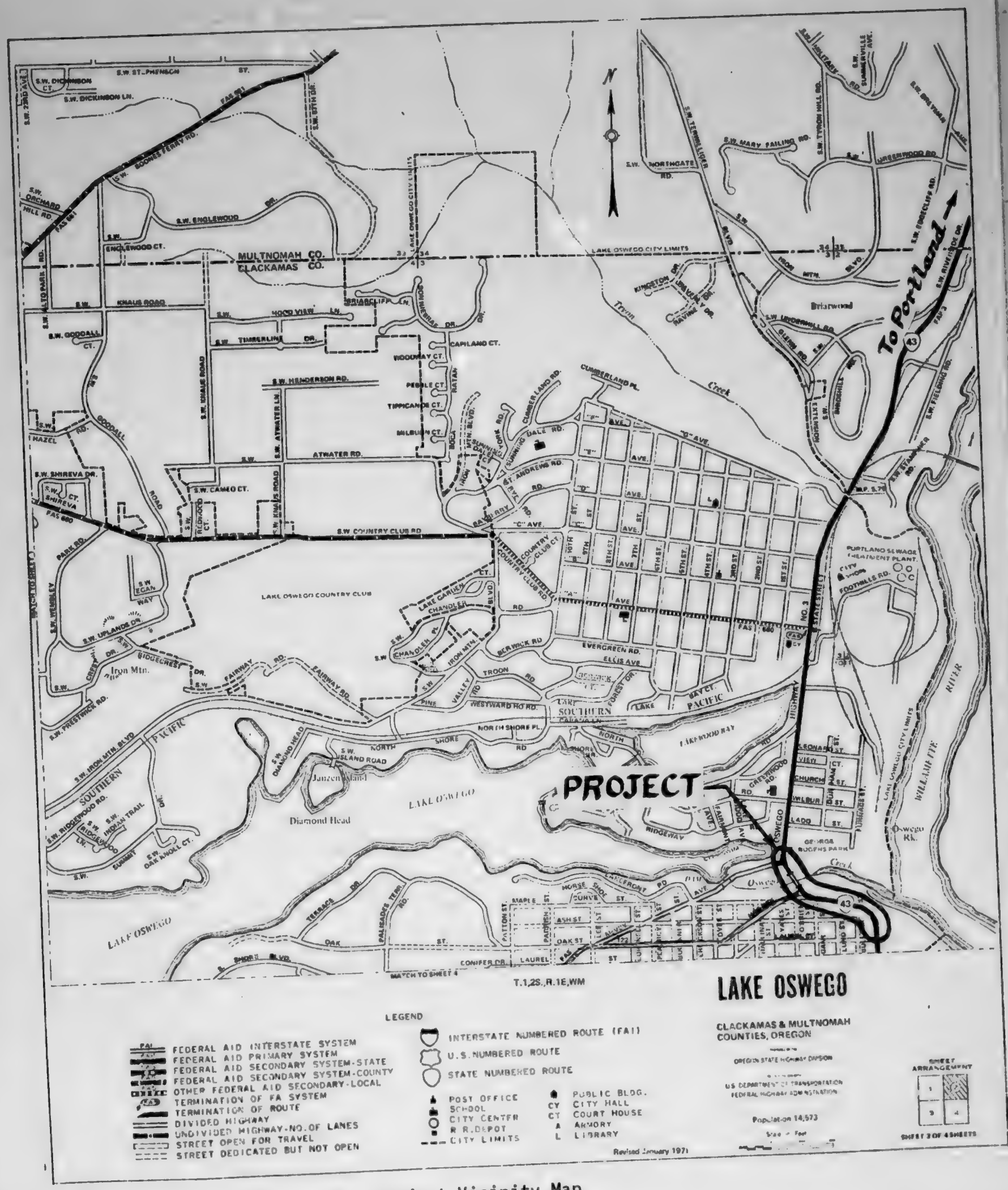
FINAL NEGATIVE DECLARATION
and 4(f) Statement
Oswego Creek Bridge and
McVey Avenue Intersection Signals
Oswego Highway #43 (FAUS 9565)
City of Lake Oswego, Oregon

This project is advanced by administrative action of the Oregon Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA).

The proposed project is located on the Oswego Highway (ORE 43), a principal north-south State Primary Highway connecting Portland with Oregon City via the west side of the Willamette River (Figure 1). The highway passes through the cities of Lake Oswego and West Linn and carries considerable commuter traffic. The existing bridge site is just south of the Lake Oswego central business district. The highway is presently 4 lanes wide through the business district, but drops to 2 lanes at the McVey Avenue intersection, just north of the bridge.

The Draft Negative Declaration, released for public review and comment in April 1978, considered alternatives for a project to widen the existing 2-lane Oswego Creek Bridge which is 19 feet wide and 335 feet long. Also included were proposals to add signals and improve channelization at the McVey Avenue intersection and revise the access to George Rogers City Park at the north end of the bridge.

This Final Negative Declaration documents the environmental impacts of the project alternatives and outlines the basis for selecting and modifying one of those alternatives (the Four-Lane Alternative) for


PROJECT
To Portland
LAKE OSWEGO
CLACKAMAS & MULTNOMAH COUNTIES, OREGON
T.1,2S.,R.1E,WM
MULTNOMAH CO.
CLACKAMAS CO.
LAKE OSWEGO CITY LIMITS
LAKE OSWEGO COUNTRY CLUB
Iron Mtn.
Diamond Head
Jaunzen Island
Briarwood
Tryon Creek
Willamette R.
Oswego Lk.
PORTLAND SEWAGE TREATMENT PLANT
S.W. TERWILLIGER BLVD.
S.W. NORTHGATE RD.
S.W. MARY FAILING RD.
S.W. TYRON HILL RD.
S.W. MILITARY RD.
S.W. SUMMERVILLE AVE.
S.W. GREENWOOD RD.
S.W. TROY HILL RD.
S.W. FIRCLIFF RD.
S.W. RIVERSIDE DR.
S.W. TAYLORS FERRY RD.
S.W. ORCHARD HILL RD.
S.W. ENGLEWOOD DR.
S.W. ENGLEWOOD CT.
S.W. ALTO PARK RD.
S.W. KNAUS ROAD
S.W. HOOD VIEW LN.
S.W. TIMBERLINE DR.
S.W. GOODALL CT.
S.W. HENDERSON RD.
S.W. ATWATER LN.
S.W. ATWATER RD.
S.W. HAZEL RD.
S.W. GOODALL ROAD
S.W. SHIREVA DR.
S.W. CAMEO CT.
S.W. COUNTRY CLUB RD.
S.W. PARK RD.
S.W. EGAN WAY
S.W. UPLANDS DR.
S.W. RIDGECREST DR.
S.W. FAIRWAY RD.
S.W. CHANDLER CT.
S.W. IRON MTN. BLVD.
S.W. PRESTWICK RD.
S.W. RIDGEWOOD RD.
S.W. INDIAN TRAIL
S.W. OAK KNOLL CT.
S.W. SUMMIT
S.W. DIAMOND HEAD
S.W. ISLAND ROAD
S.W. NORTH SHORE PL.
S.W. NORTH SHORE RD.
S.W. WESTWARD HO RD.
S.W. TROON RD.
S.W. BERWICK RD.
S.W. EVERGREEN RD.
S.W. ELLIS AVE
S.W. BAY CT.
S.W. LAKE FOREST DR.
S.W. LAKE PACIFIC HIGHWAY
S.W. LAKEFRONT RD.
S.W. TERRACE DR.
S.W. PALISADES TER. RD.
S.W. OAK ST.
S.W. CONIFER DR.
S.W. LAUREL ST.
S.W. ASH ST.
S.W. MAPLE ST.
S.W. HORSE SHOE CURVE
S.W. CUMBERLAND RD.
S.W. CUMBERLAND PL.
S.W. ST. ANDREWS RD.
S.W. BAYWAY RD.
S.W. LUNDY DALE RD.
S.W. BOCA RATAN
S.W. PEBBLE CT.
S.W. TIPPICANOE CT.
S.W. MILBURN CT.
S.W. CAPILANO CT.
S.W. WOODWAY CT.
S.W. KINGSTON DR.
S.W. LONDON DR.
S.W. SAVING DR.
S.W. LEWIS & CLARK RD.
S.W. GILBERT RD.
S.W. HORSESHOE LN.
S.W. BROOKHILL ST.
S.W. FIELDING RD.
S.W. STANFORD RD.
S.W. GREENWOOD AVE.
S.W. CHURCH ST.
S.W. WILBUR ST.
S.W. LADD ST.
S.W. OSWEGO AVE.
S.W. RIDGEWAY AVE.
S.W. FAIRGROUNDS ST.
S.W. BOONES FERRY RD.
S.W. 2ND AVE.
S.W. DICKINSON CT.
S.W. DICKINSON LN.
S.W. ST. PHENSON ST.
S.W. 65TH DR.
S.W. CREST DR.
S.W. LAKE GARDEN BLVD.
S.W. CHANDLER ST.
S.W. IRON MTN.
S.W. 10TH ST.
S.W. 9TH ST.
S.W. 8TH ST.
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S.W. 5TH ST.
S.W. 4TH ST.
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"A" AVE.
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FAS

final design and construction.

Since the project passes through a portion of George Rogers Park, Title 23, USC, Section 138 applies. This requires the preparation of a special "4(f) Statement" which details impacts of the project alternatives and mitigation measures as they relate to the park. The 4(f) Statement is attached to this Final Negative Declaration.

BACKGROUND AND PURPOSE OF PROJECT

Transportation circulation through the City of Lake Oswego has been recognized as a problem for many years. The Oswego Highway (State Street in Lake Oswego) has been a focus of this problem, largely because of conflicts between through commuter traffic and local circulation. The Lake Oswego Chamber of Commerce, ODOT and a locally appointed transportation task force have conducted numerous studies to identify ways to relieve the downtown congestion. Proposals have ranged from a minor widening of State Street with removal of parking, to the construction of a fiscally and environmentally unacceptable bypass viaduct along the river. The trend has been toward development of the more modest proposals for which adverse environmental effects would be less severe and adequate funding is more likely to be available. This has virtually eliminated solutions which deviate significantly from the existing alignment of State Street, making increasingly heavy use of Oswego Creek Bridge certain.

The existing Oswego Creek Bridge is only 19 feet wide. The 9 1/2 - foot lanes do not have the capacity to adequately handle today's peak traffic volumes, and they allow practically no margin of safety for large vehicles meeting on the bridge. Tri-Met buses, for example, are 8 1/2 feet wide (10 feet, 4 inches with mirrors). Oswego Creek Bridge and the associated McVey Avenue intersection are therefore considered to be a bottleneck in this section of the Oswego Highway. Without improvements, they may become proportionally more of a bottleneck if traffic volumes continue to increase and proposed

circulation improvements occur in the central business district of Lake Oswego.

The immediate purpose of the project, in addition to providing adequate lane widths on the bridge, is to provide adequate capacity for signalized traffic control at the McVey Avenue intersection. Signals are needed to allow more controlled opportunities for turning movements to and from McVey Avenue. But signals also reduce the traffic capacity per lane, requiring an increased number of lanes to handle the same amount of traffic. The increased number of lanes must extend onto the bridge to function properly, requiring the structure to be widened.

Since the Draft Negative Declaration was released, the Lake Oswego City Council has resolved that a pedestrian connection should be added to the project between the bridge and the Laurel Street intersection. This gives the project the additional purpose of providing direct pedestrian access between these points.

In the more distant future, it is also possible that increased capacity will be needed on the highway section south of the bridge, due to urban development. Only if the bridge were widened would a widening of the highway further south give a usable increase in capacity for traffic between West Linn and Lake Oswego.

RELATIONSHIP TO OTHER PROJECTS

Plans are in progress for the future construction of a project which would remove on-street parking, add a continuous left-turn lane and improve signalization on State Street, north of the present project, between McVey Avenue and Terwilliger Extension. Funds are limited, so the project would be done in stages. The first unit to be done would probably be the section from North Shore Road to "B" Avenue, where the most serious congestion is occurring.

One of the concerns about the Oswego Creek Bridge project is that the increased capacity of the bridge and McVey intersection will allow the downtown section of State Street to act as a bottleneck. The North Shore - "B" Avenue improvement would help relieve that problem. A traffic analysis has been done to assess the effects of the North Shore - "B" Avenue project (see discussion under "Transportation," page 50).

The City of Lake Oswego has also removed the bikeway designation from the proposed sidewalk between McVey Avenue and Laurel Street so that a narrower sidewalk can be constructed. The City has approved a project to provide a bikeway connection between those two points by way of the path in George Rogers Park and along Glenmorie Road. This is a less direct route than along State Street, but allows a narrower bridge and sidewalk design for the present project.

DESCRIPTION OF PROPOSED PROJECT AND ITS ALTERNATIVES

Eight basic project elements were considered during the development of this project:

1. Typical section (width) of roadway, lanes and sidewalks
2. Architectural design of bridge
3. Alignment of bridge (side of existing bridge to be widened)
4. Partial viaduct width at south end of bridge
5. Intersection designs and signalization
6. Access to George Rogers Park near McVey Avenue
7. Mass transit involvement
8. Sidewalk/bikeway

The ODOT interdisciplinary team, the project Technical Advisory Committee (TAC) and a local Citizen Advisory Committee (CAC) considered the options for each of these project elements and reduced the large number of possible combinations to four study alternatives which best address the environmental, engineering, public and legal concerns involved in the project. Early coordination was established with the U.S. Heritage Conservation and Recreation Service (HCRS), since the project affects George Rogers City Park.*

Other variations of the eight basic elements of the project were considered and eliminated by the committees on the basis of prima facie infeasibility, undesireability, redundancy, or, when impacts were essentially identical for the options considered, committee preferences.

*The coordination and TAC/CAC processes are described in the section entitled Public Participation and Coordination with other agencies.

Those other options considered were summarized in the Draft Negative Declaration.

Study Alternatives

The No-Build Alternative and three build alternatives were identified for full analysis in the Draft Negative Declaration (DND). Each alternative had attributes which warranted analysis in that public document before a final selection was made.

The existing Oswego Creek Bridge is considered to be structurally sound. Therefore all the project study alternatives physically incorporate the existing bridge. This approach takes advantage of the many years of use left in the existing bridge, retains much of its historic and architectural value and minimizes disturbance to George Rogers City Park.

The principal differences among the study alternatives are in the proposed width of the roadway on the bridge. The alternatives can be described accordingly:

1. No-Build (baseline) Alternative--continues use of existing structure only (two lanes on 19-foot roadway)
2. Build Alternatives
   - A. Three lanes on 44-foot roadway (one southbound and two northbound lanes)
   - B. Four lanes on 54-foot roadway (two southbound and two northbound lanes, no separate left-turn lane)

C. Five lanes on 64-foot roadway (four lanes plus separate northbound left turn lane)

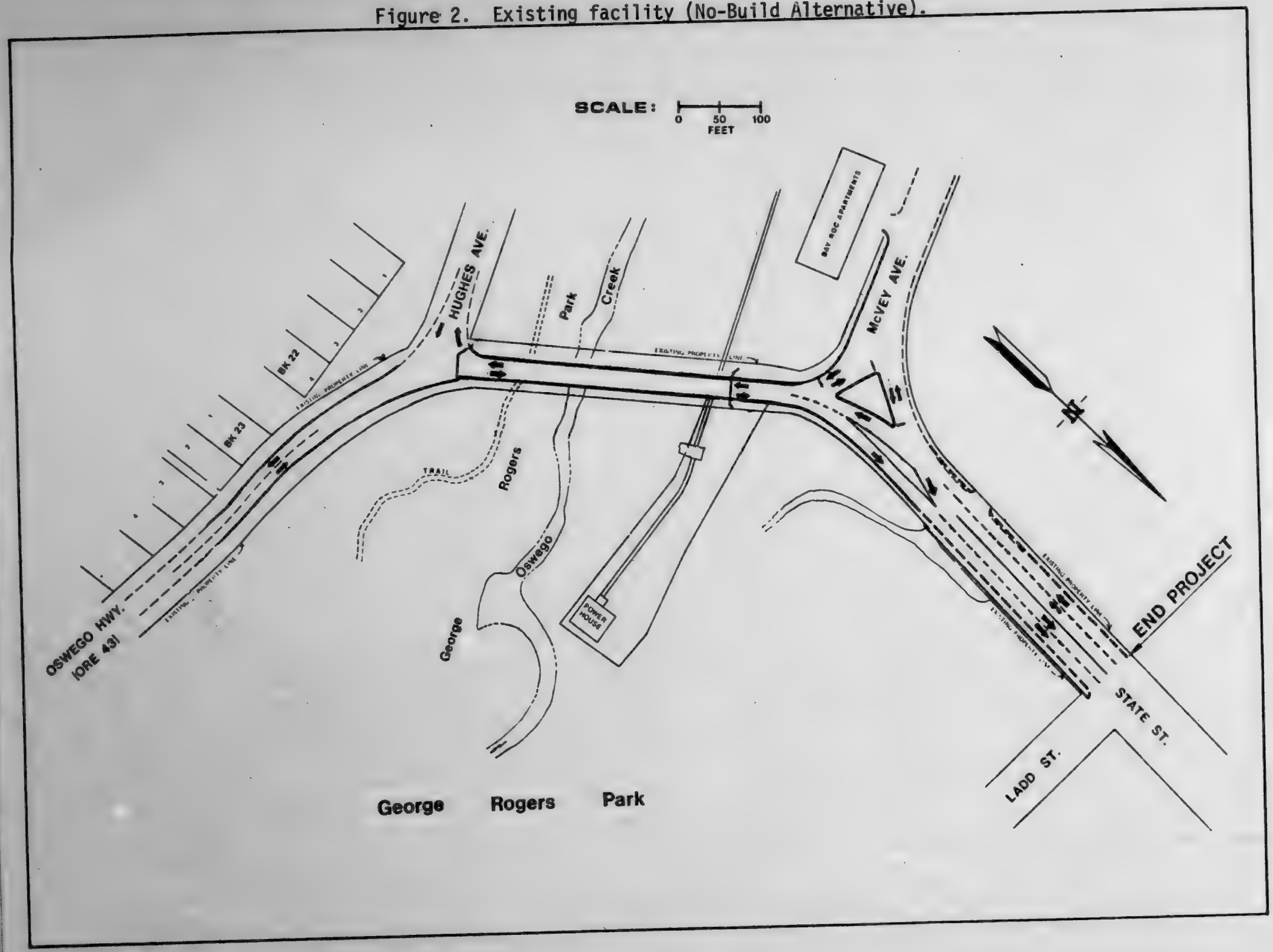
Following publication of the Draft Negative Declaration in April 1978, a public hearing, City Council actions and a public election took place.* These events were used by the Lake Oswego City Council to assess the public response to the four alternatives presented. On 5 December 1978, the City Council adopted the Four-Lane Alternative for construction. On the same date, the Council passed a resolution to extend the proposed sidewalk on the east side of the bridge to connect with the Laurel Street intersection, approximately 700 ft south.

By these actions, the Four-Lane Alternative, with some modifications to be described below, has become the selected alternative for the project.

Existing Conditions (The No-Build Alternative, Figure 2) - This alternative is used as a baseline standard against which the build alternatives can be compared. It was considered to be a possible alternative, largely because it requires no construction investment for implementation. The No-Build Alternative assumes that the existing bridge and intersections in the project section would be maintained in their present conditions. The bridge is an arch-supported span constructed in 1920. The two-lane roadway is 19 feet wide, and a plank walkway three feet wide is mounted outside the railing on the west side of the bridge. While the bridge can structurally sustain

* This is described in greater detail in the section entitled, Public Participation and Coordination with other Agencies.

Figure 2. Existing facility (No-Build Alternative).



many more years of use, it does not have sufficient width to carry present or future traffic volumes without considerable congestion and hazard during peak hours.

The McVey Avenue intersection traffic is presently controlled with stop signs on McVey, and has some traffic lane channelization. The split in traffic at this intersection involves several heavily used turning movements which are beginning to need signalized control.

Existing access to George Rogers Park would not be modified by this project if the No-Build Alternative were implemented. Principal access to the park is by way of Ladd Street, north of the McVey intersection. An unimproved shoulder access and gravel roadway and parking area is also located along the east side of State Street between Ladd Street and the McVey intersection.

The 700-foot highway section between the bridge and the Laurel Street intersection presently has no pedestrian connection and lacks shoulders on either side. A deep ditch along the southbound lane, on the curve approaching Laurel Street presents a hazard to vehicles. A metal guard rail protects the steep bank which drops from the edge of the northbound lane.

The Build Alternatives - Some modifications have been made in the build alternatives,in response to public comments and additional

technical information. The modifications apply to all the build alternatives treated in the DND, and are pointed out in the text below. The impacts of these modifications are discussed in the appropriate sections. These changes in the project are not of significance which would require reprocessing the Draft Negative Declaration or holding another public hearing.

In each build alternative, it is proposed that a precast concrete beam structure of appropriate width will be added to the east side of the existing bridge to accommodate the proposed additional lanes and sidewalks. Concrete shoulder barriers will be installed to separate the travel lanes from the sidewalks. The added bridge support columns will be eastward extensions of the existing ones.

Right-of-Way will be acquired to a line 12 feet outside the east edge of the proposed bridge. This is an increase over the 10-foot clearance proposed in the Draft Negative Declaration. All the build alternatives require approximately 6 more feet of right-of-way because of this increase in clearance and changes in sidewalk design described below.

In an effort to preserve the entire westerly face of the existing bridge, as requested by the State Historic Preservation Office (Appendix A), the five-foot sidewalk proposed in the Draft Negative Declaration (DND) has been shifted to a position inside the rail of the existing bridge. This eliminates the need for cantilevered

construction outside the existing rail and avoids disturbing the westerly face of the bridge. This shift also improves the alignment of the roadway by slightly reducing the curvature at both bridge approaches. The existing railing will be repaired, and its original design will be preserved.

In order to reduce structural cost and the taking of right-of-way in George Rogers City Park, the sidewalk on the easterly side of the proposed construction is reduced from the originally proposed eight foot width to a width of six feet. A viewing platform eighteen feet in length will be cantilevered four feet outward from this sidewalk, over the creek, as tentatively considered in the DND. A platform will not be placed on the westerly side of the bridge.

The widened roadway section will be tapered to match the 24-foot pavement width just southeast of the Hughes Street intersection. A concrete shoulder barrier will be placed along the base of the rock bluff on this tapered section to retain fallen rock and deflect vehicles which accidentally leave the roadway. A partial viaduct will continue southeast from the southeasterly corner of the bridge, in order to accommodate the six-foot sidewalk and the tapering section of the roadway. It will not be necessary to cut into the cliff on the south side of the roadway. The size of the viaduct corresponds to the width of the selected (4-lane) alternative.

As mentioned earlier, the project has been extended to include a new sidewalk along the northbound lane from the bridge to Laurel Street.

This is a change from the descriptions of the build alternatives in the Draft Negative Declaration, in which the sidewalk was to stop at the south end of the bridge. This sidewalk will be constructed on a partial viaduct in order to avoid disturbance to the steep side slope. A concrete barrier will also be added to separate the sidewalk from the northbound traffic lane, as on the bridge.

The revised project also includes a resurfacing of the existing roadway between the bridge and Laurel Street and an improvement of the drainage ditch along the southbound lane.

A new access to George Rogers City Park from the McVey Avenue intersection will replace the existing roadside access presently located between McVey Avenue and Ladd Street. Left-turn movements to or from this new access will be prohibited.

It will be necessary to prohibit left turns to and from Hughes Avenue. The left turns will be transferred to McVey Avenue intersection, which will be signalized for any of the build alternatives.

The grade of the McVey Avenue connection to State Street will be lowered to make a less abrupt slope at the intersection.

Summary of Changes in the Build Alternatives:

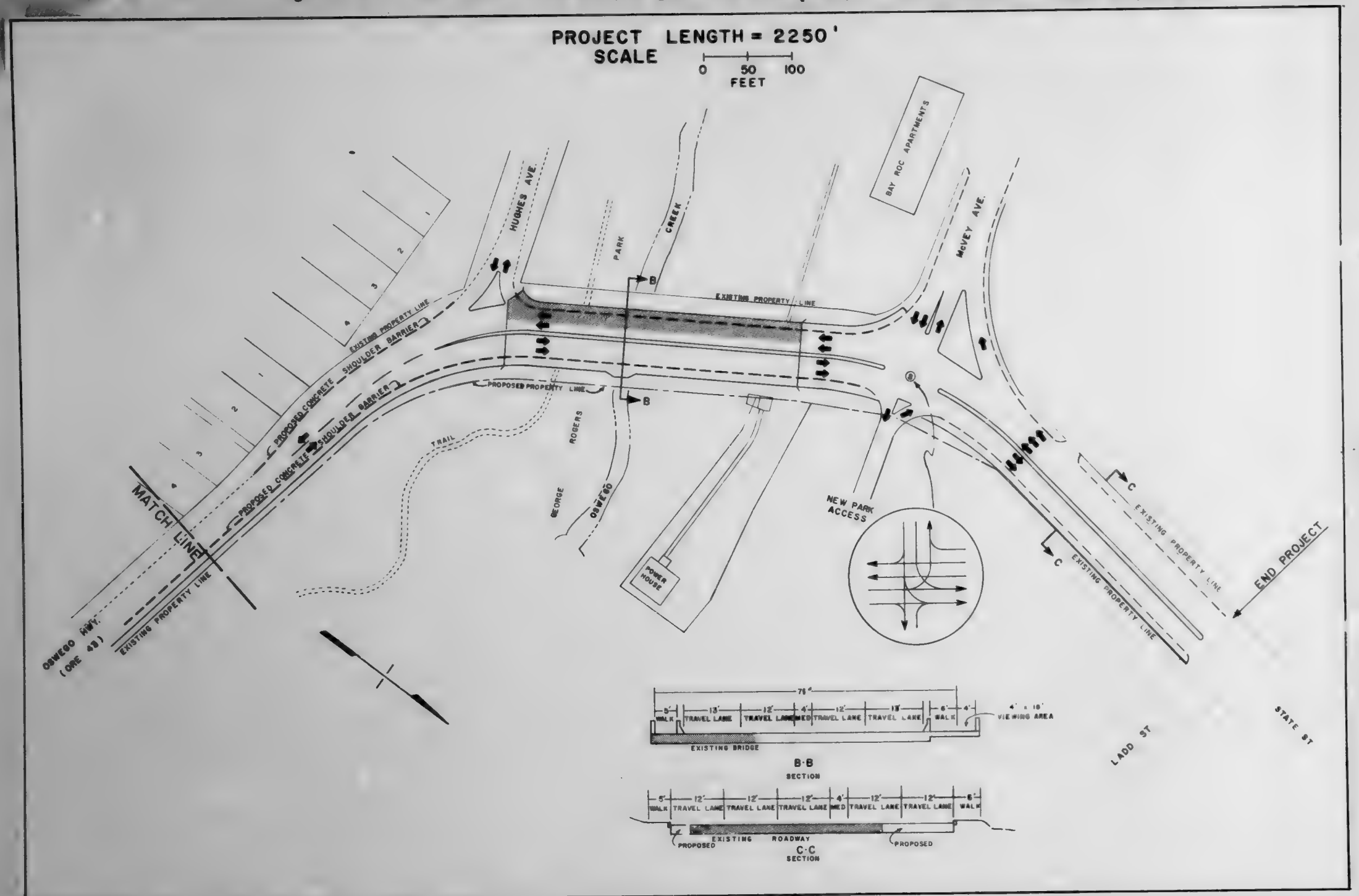
1. Sidewalk on west side of bridge is placed inside the existing railing (No cantilever construction).

2. Sidewalk on east side of bridge is reduced from eight to six feet wide and is extended to Laurel Street. A shoulder barrier is added along the northbound lane.
3. A viewing platform is added to the sidewalk on the east side of the bridge.
4. The existing roadway is resurfaced from the bridge to Laurel Street.
5. Right-of-Way to be acquired for the bridge will be approximately 6 feet wider than stated in the Draft Negative Declaration.

The above description applies to all three of the build alternatives. The following are descriptions of the special features of each of them:

A. The Four-Lane Alternative (Figure 3) is the selected project proposal and is considered to be the minimum improvement which would permit acceptable levels of traffic flow during peak hours, given the increases in traffic volumes assumed by ODOT. The bridge cross section will consist of the five and six-foot sidewalks with protective shoulder barriers, four 12-foot travel lanes (two northbound and two southbound), one-foot shy distances along the outside lanes and a four-foot painted median strip. The total roadway width on the bridge will be 54 feet, and the total structural width will be 71 feet. This will add 46 feet to the existing total width. The inner northbound lane will serve both as a left-turn lane and as a through lane at the McVey Avenue intersection. The utility lines and old sidewalk will be removed from the west face of the bridge. The lines will be relocated. The estimated cost of this selected alternative is $1,544,000.

Figure 3a. Four-Lane Alternative (Selected Project) -- continues on following page.



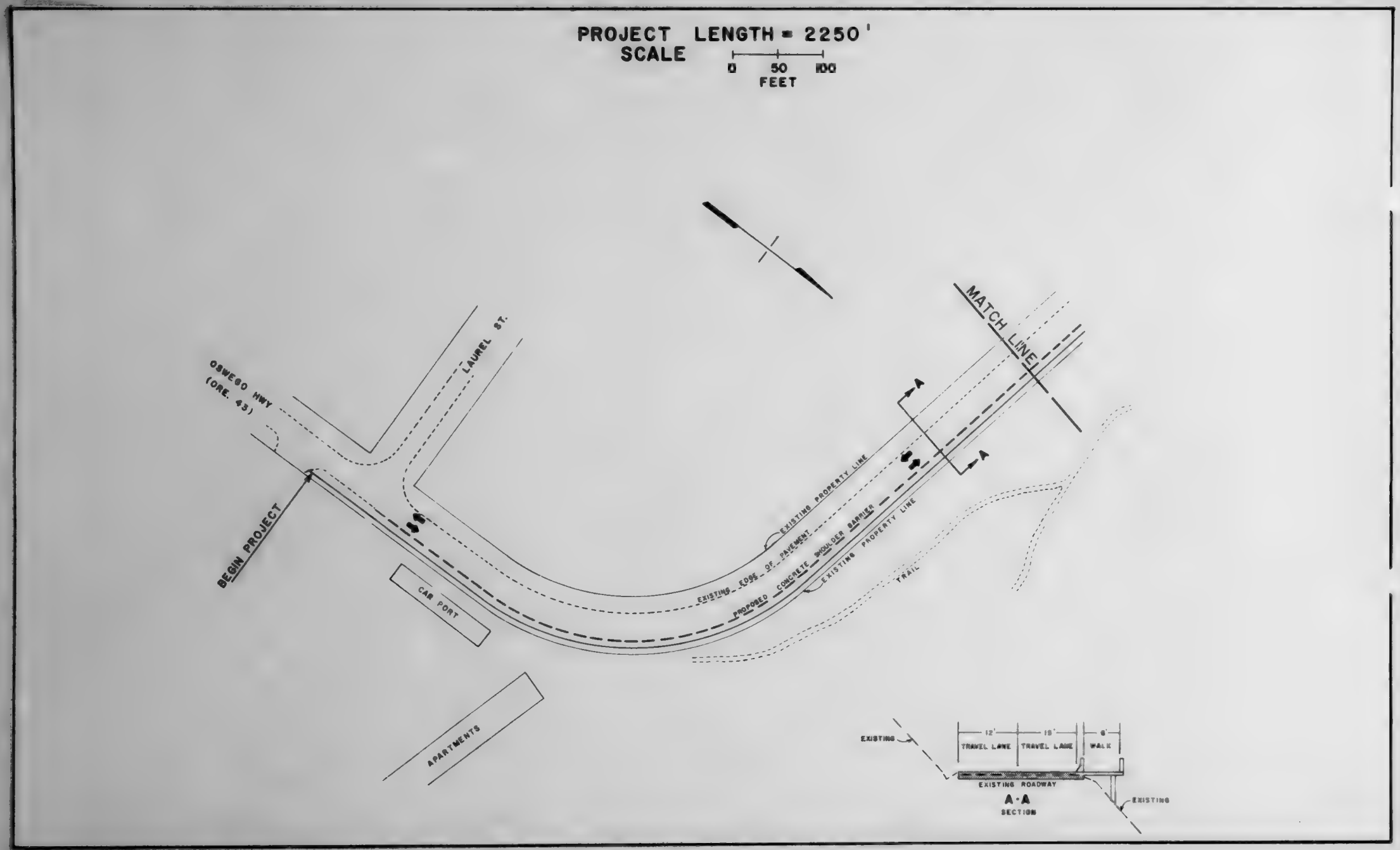


Figure 3b. Four-Lane Alternative (Selected Project) -- continued from previous page.

B. The Three-Lane Alternative (Figure 4) was another of the three build alternatives considered in the study. Though ODOT does not view it as an alternative which would adequately serve projected transportation needs, the proposal did receive some well-reasoned public support during the project development which raised some important points related to public transit. These points were substantial, and it seemed useful to address them by analysis of this alternative in the Draft Negative Declaration.

This alternative consisted of two northbound lanes and one southbound lane on the bridge. It was also proposed that the inner northbound lane would be used for left turns onto McVey Avenue. The cross-section of the bridge consisted of the five and six-foot sidewalks (includes the modifications described above), shoulder barriers, three 12-foot travel lanes, a four-foot median strip, a three-foot shy distance along the southbound lane and a one-foot shy distance along the outside northbound lane. The total roadway width of the bridge would have been 44 feet, making a total structural width of 61 feet. The estimated cost of construction and right-of-way is $1,314,000.

Supporters of this alternative argued that increased use of mass transit (buses) could make up for the inadequate automobile capacity of this design. The traffic analysis documented in the Draft Negative Declaration, however, showed that this could not reasonably be expected, based on current projections for trips in this subarea.

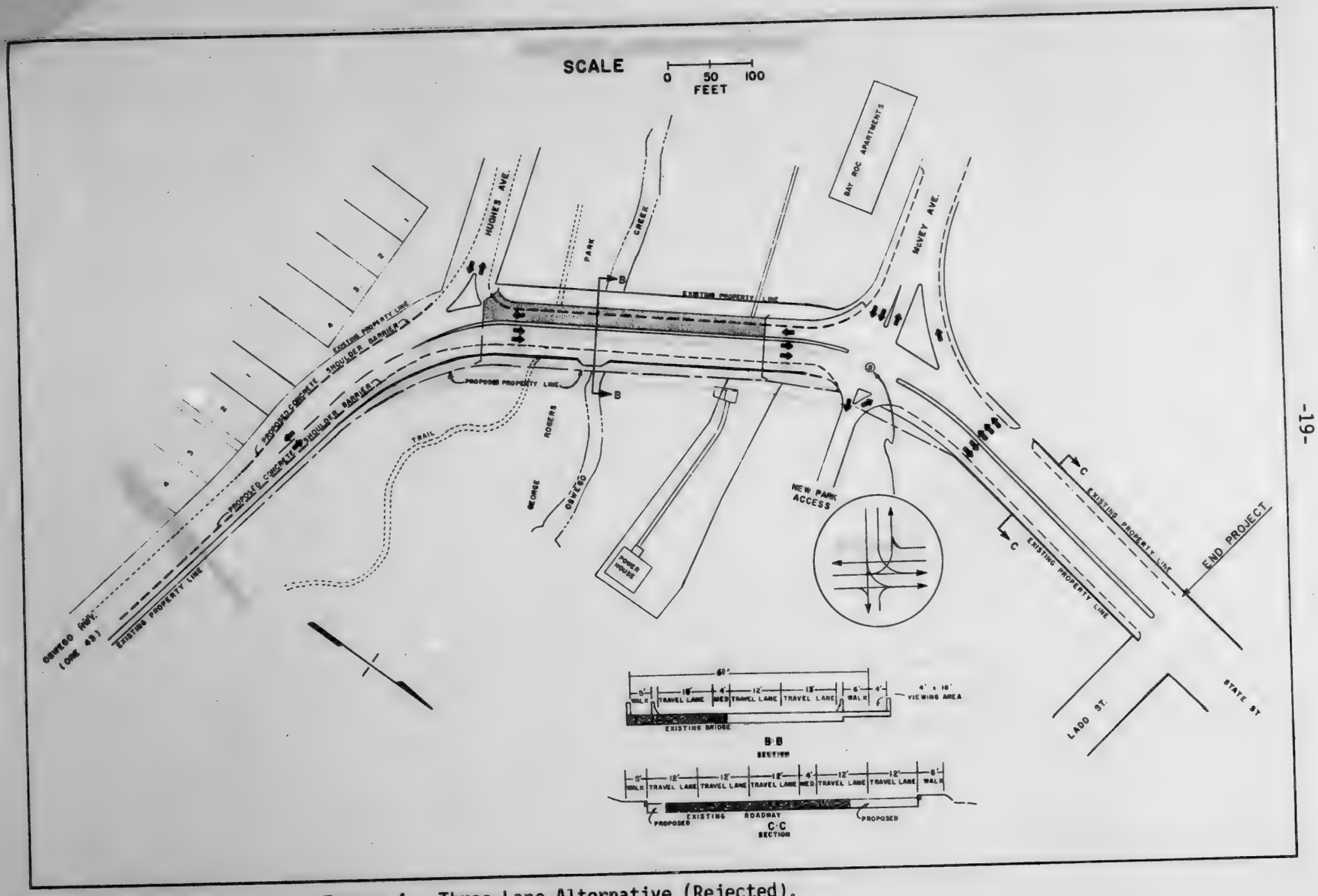


Figure 4. Three-Lane Alternative (Rejected).

C. The Five-Lane Alternative (Figure 5) would have provided the greatest signalized traffic capacity and the least peak hour congestion. Based largely on this fact, the majority of the TAC and CAC members originally indicated a preference for this alternative. Following an assessment of public support for the project, however, the Lake Oswego City Council voted to advance the Four-Lane Alternative for November 1978 public referendum, effectively eliminating the Five-Lane Alternative.

The cross section of the five-lane bridge proposal consisted of the five and six-foot sidewalks, with protective concrete shoulder barriers, four 12-foot travel lanes, a 14-foot median left-turn lane (for turns from northbound Oswego Highway to McVey Avenue) and one-foot shy distances. The total roadway width was 64 feet, making a total structural width of 81 feet. This would have added 56 feet to the existing total width. The estimated cost is $1,803,000.

The left-turn median allowed an exclusive left-turn movement from northbound Oswego Highway to McVey Avenue and simultaneous northbound through movements. The functional portion of the left-turn lane would have occupied only the northerly quarter of the length of the bridge, but the structural width required for this would have left a 14-foot median strip on the remaining length of the bridge.

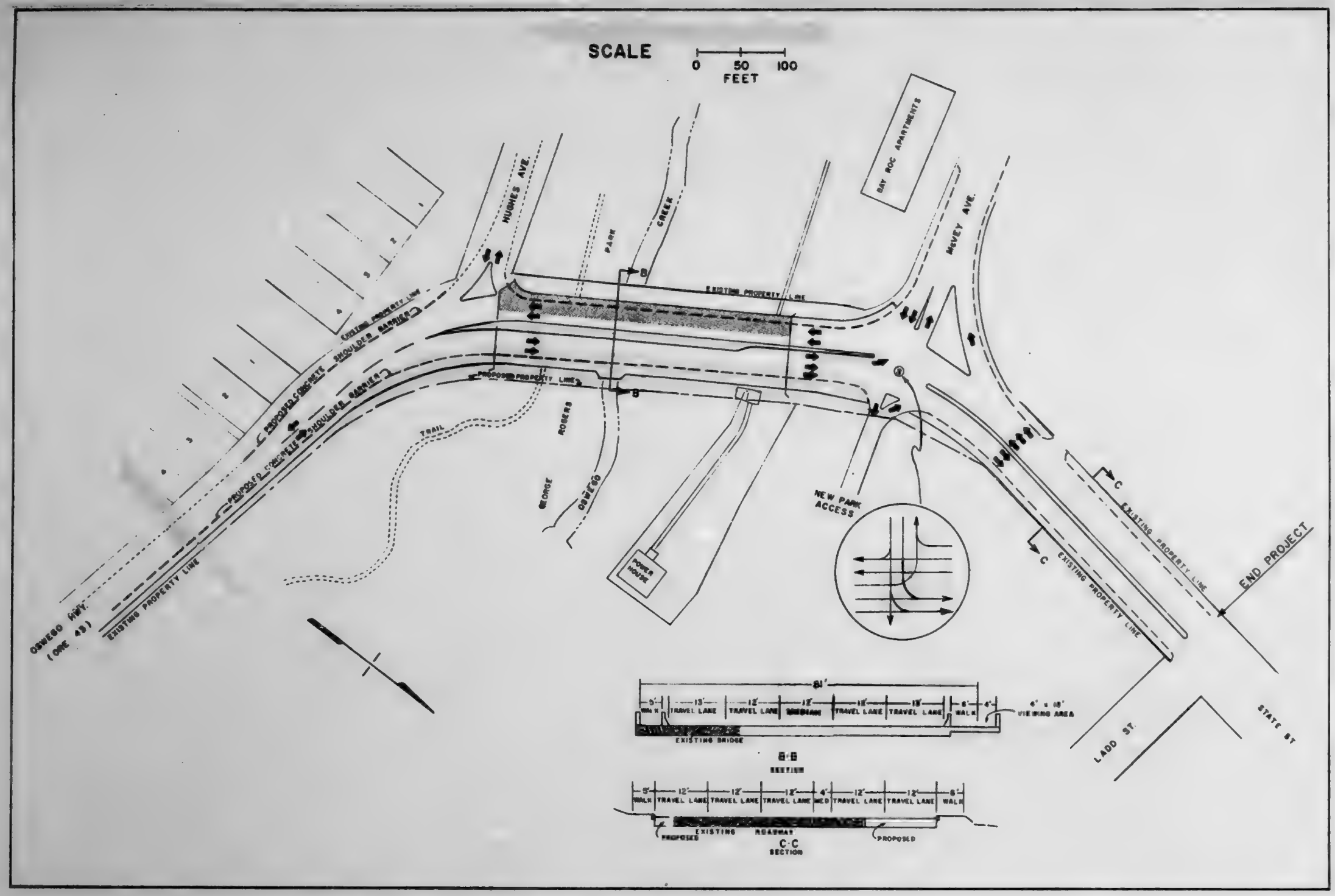
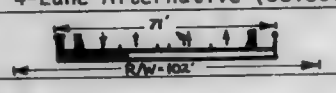
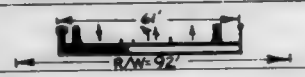
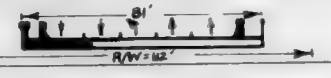


Figure 5. Five-Lane Alternative (Rejected).

SUMMARY COMPARISON OF PROJECT ALTERNATIVES AND THEIR IMPACTS

Table 1 on the following page compares the impacts of the proposed project and its alternatives. These impacts are described and explained in detail in the next section.

Table 1.
OSWEGO CREEK BRIDGE PROJECT
Summary Comparison of Impacts of Project Alternatives

	No-Build Alternative (Rejected)	4-Lane Alternative (Selected)	3-Lane Alternative (Rejected)	5-Lane Alternative (Rejected)
Cross-Section of Bridge				
Project Cost	Routine maintenance costs.	$1,544,000	$1,314,000	$1,803,000
Land Use and Right-of-Way	No additional right-of-way (60 feet existing). Restraint on southward land development.	42 feet of new right-of-way. 0.63 acre of park property and 0.06 acre of private property required. Most of this will remain in park use. No significant restraint on southward development.	32 feet of new right-of-way. 0.51 acre of park property and 0.04 acre of private property required. Restraint on southward land development.	52 feet of new right-of-way. 0.76 acre of park property and 0.07 acre private property required. No significant restraint on southward land development.
Vegetation and Habitat	Present vegetation would continue normal growth.	Will remove or cut back 51 trees over 4" in diameter (12" average).	Would remove or cut back 42 trees over 4" in diameter.	Would remove or cut back 63 trees over 4" in diameter.
Visual Environment	Present views of bridge would remain intact.	Increased "daylighting" of roadway. Will obstruct view of east side of bridge. Changes bridge's appearance from trail. Will look like a "high speed" bridge	Similar to 4-Lane.	Similar to 4-Lane.
Transportation	Capacity restraint on Oswego Highway and McVey Avenue. Heavy congestion; traffic exceeds design capacity at present. Not adaptable to improved transit. No sidewalk to Laurel Street.	No significant capacity restraint. Will approach design capacity in 1990, but will remain within capacity beyond 1995. Adaptable to transit improvements. Sidewalk to Laurel Street provided.	Capacity restraint on Oswego Highway and McVey Avenue. Traffic exceeds design capacity. Would improve flows from McVey, but would reduce capacity on Oswego Highway. Not adaptable to transit improvements. Sidewalk to Laurel Street provided.	No capacity restraint. Reaches design capacity in 1998. Adaptable to transit improvements. Sidewalk to Laurel Street.
Noise	Peak hour noise at sensitive receptors L_{eq}=72 to 76 dBA by 1995.	Peak hour noise at sensitive receptors L_{eq}= 73 to 78 dBA by 1995.	Same as No-Build.	Same as 4-Lane project.
Air Quality	CO decreases 53% by 1995.	CO decreases 56% by 1995 (60% with TSM on State Street).	Same as No-Build.	Same as 4-Lane project.
Recreation -- 4(f)/6(f) Land, Historic Values	No identifiable impacts.	See land use above. Slight realignment of trail beneath bridge. Modifies historic design of bridge.	See land use above. No significant impacts on recreational uses. Modifies historic design of bridge.	See land use above. Slight realignment of trail. Modifies historic design of bridge.

EXISTING ENVIRONMENT, IMPACTS OF PROJECT ALTERNATIVES AND STEPS PROPOSED TO MINIMIZE ADVERSE IMPACTS

This section describes the environment of the project, compares the effects of the build and no-build alternatives and outlines measures proposed to minimize adverse impacts of the project. The reader will note that each project alternative would have resulted in different environmental trade-offs. Implementation of the Three-Lane Alternative, for example, would probably result in greater traffic congestion, but it would remove fewer trees than the Five-Lane Alternative. Reviewers of the Draft Negative Declaration evaluated the trade-offs and expressed their project preferences during the hearing and comment period between 13 April 78 and 1 June 1978. These comments are summarized in a later section.

Geology, Hydrology and Water Quality

Environment - The Oswego Highway passes along the tops of the bluffs on the west side of the Willamette River. The Oswego Creek and Tryon Creek drainage basins open through these bluffs. The highway descends from the northerly bluffs into the basin, passes through the central business district of Lake Oswego and crosses Oswego Creek. Since the creek passes along a rock bluff at the southerly extreme of the basin, the highway curves south-eastward at the south end of the bridge to traverse the bluff and achieve a more gradual grade to the top.

Oswego Creek flows from a small, low-gradient drainage basin of only four or five square miles. The principal input of water to the basin is from a canal from the Tualatin River. A dam, located approximately

1,000 feet upstream from the Oswego Creek Bridge, forms Oswego Lake. Below the dam, the creek flows in a boulder-strewn channel on solid bedrock approximately 60 feet beneath the existing bridge. Its flow is regulated by a gate on the canal intake at the Tualatin River.

The water quality of the creek is largely a function of the heavily residential uses surrounding the Lake, as well as of the quality of the Tualatin River. The Lake Oswego Corporation encourages maintenance of the lake water quality at levels acceptable for water contact recreation (e.g., swimming). Immersed rocks in the creek bed are coated with brown algae, however, indicating elevated nutrient (pollutant) levels characteristic of waters in the lower Tualatin watershed.

Impacts and Mitigation - The impacts of all the build alternatives, including the selected alternative, on the geological and aquatic environments are expected to be minimal, since most of the proposed widening will occur on the bridge structure, out of contact with the natural terrain. There will be no need for heavy construction vehicle access along the Creek, since most of the construction operations can be accomplished from the highway above, and from other established vehicular accesses. Materials and light equipment can be lowered by crane from the existing bridge deck; concrete can be placed hydraulically.

Some rock and soil will be excavated to establish sound footing for the new bridge piers. Excess materials will be disposed of in a manner which will not adversely affect water quality or the visual appearance of the park land. Approximately 9,000 cubic yards of earthwork will be required. Most of this will be for the cut for the new park access at McVey Avenue and excavation of the 10-foot bank on the east side of the highway, for the northerly bridge approach. A five-foot slope easement will also be required along the north side of McVey, at the intersection.

The high rock bluff south of the bridge will not be affected by the project, since the highway will be widened onto a partial viaduct. The partial viaduct will be used to avoid the placement of a high, erosible fill slope on the steep bank above Oswego Creek. This structure will be supported on concrete columns on spread footings and will overhang the existing bank. It will taper to meet the existing pavement and proposed sidewalk approximately 300 feet to the east. (The highway turns eastward at the south end of the bridge).

Water-borne roadway pollutants such as oils, rubber particles and exhaust particulates will increase slightly as traffic increases on the Oswego Highway. Roadway water runoff will increase because of the increased pavement surface and reduced absorbent soil surface.

To prevent stream bank erosion, storm sewers will be installed to carry water runoff from the bridge deck and surrounding street

surfaces to Oswego Creek. Sections of the storm sewers may consist of buried, perforated pipe arranged transversely beneath the bridge to provide soil moisture for vegetation. This should also reduce the amounts of direct street runoff to the creek.

Land Use and Right-of-Way

The Oswego Highway is a principal arterial connecting the suburban communities of West Linn and Oswego with Southwest Portland. Considerable traffic from Oregon City also uses the route. Much of the area between Lake Oswego and Oregon City is not fully developed at suburban residential densities. It has a large potential for rapid development as improved transportation facilities and other urban services are provided. Even now, the section of highway in West Linn is showing all the usual symptoms of incipient commercial strip development. If it continues, it will generate more traffic and increase turning movements, increasing demand while reducing capacity.

The project lies within the Lake Oswego City Limits, and large areas to the south are within the MSD urban boundary. The Clackamas County Comprehensive Plan shows the unincorporated areas to the south as low density residential (1 to 5 units per acre).

The land uses in the immediate project are park, utility and residential. Two apartment complexes under a single ownership are

located near the northerly end of the bridge, on the west side of the highway. The complex on the south side of McVey Avenue has a total of 49 living units in two four-story buildings. The complex on the north side of McVey Avenue consists of 60 units in nine two-story buildings. Each has a parking area between the street and the living units.

North of the project section at the Ladd Street intersection, 18 units of the Oswego Lake Shore Apartments front on the west side of State Street. Lakewood Elementary School is located in the next block to the north. The Lake Oswego School Administration is in the process of selling the building and is replacing it with a new school at a different site. It is scheduled for completion in 1980.

The existing bridge crosses a portion of George Rogers City Park. The park extends from the Willamette River shoreline, up the Oswego Creek ravine, to a point approximately 700 feet west of the Oswego Creek Bridge. The portion of the park on the east side of the highway also extends northward, out of the ravine, to Ladd Street. Areas of the park within the ravine have a network of nature trails and remain in a relatively undisturbed condition. The developed park areas north of the ravine are occupied by ball fields, tennis courts, picnic areas, parking and an historic iron smelter and its grounds. The park has a Willamette River frontage approximately 800 feet long.

The Lake Oswego Corporation owns a strip of property on the northerly bank of the creek. The property extends eastward from the bridge into the park. It is occupied by the Corporation's 60-inch aquaduct from the dam at Oswego Lake, a surge tank approximately 60 feet east of the bridge and a 600 kilowatt hydroelectric generator building 760 feet east of the bridge. Most of the Corporation property is located in an area which is too steep for developed park uses.

A residential neighborhood is located along the top of the rock bluff which overlooks the south end of the project area. The residences are approximately 60 feet above the highway and most are not in line-of-sight of traffic, since they are set back from the edge of the rock bluff. Apartment buildings are located on both sides of the highway on the curve just north of Laurel Street.

Impacts and Mitigation - The amount of new right-of-way needed varies with the widths of the project alternatives. Right-of-Way for the selected alternative will be required only on the east side of the existing highway, as was also the case with the other build alternatives. Two properties will be affected by right-of-way acquisition: George Rogers City Park and the Lake Oswego Corporation property. The land involved is occupied by woodland, brush, the 60-inch aquaduct, the creek, and a park trail.

The selected 4-Lane Alternative will require 42 feet of additional right-of-way on the east side of the bridge, making the total bridge right-of-way 102 feet wide. The resulting acreages taken will be 0.63 acre of park property and 0.06 acre of Lake Oswego Corporation property (0.69 acre total).

The 3-Lane Alternative would have required 32 feet of additional right-of-way on the east side of the bridge, making the total right-of-way 92 feet wide. This would have tapered to meet the existing right-of-way lines near the south end of the bridge. The resulting acreages of new right-of-way required would have been 0.51 acre of park property and 0.04 acre of Lake Oswego Corporation property, (0.55 acre total).

The 5-Lane Alternative would have required 52 feet of additional right-of-way on the east side of the bridge, making the total bridge right-of-way 112 feet wide. The resulting acreages taken would have been 0.76 acre of park property and 0.07 acre of Lake Oswego Corporation property (0.83 acre total).

Compensation for right-of-way required from the park will be in the form of replacement land as required under Section 6(f) of the Land and Water Conservation Fund Act of 1965 (P.L. 88-578). Appropriate park replacement lands are presently being considered in cooperation with the U.S. Department of Interior Heritage Conservation and Recreation Service, which administers the requirements of this Act.

Property required from Lake Oswego Corporation will be acquired at fair market value. The aquaduct for the power plant facility will remain by permit.

The greatest potential land use impacts of the project will be indirect impacts on the southward urbanization process in the south Lake Oswego-West Linn area. The existing narrow bridge acts as a traffic restraint in the Oswego Highway transportation corridor. One of the factors which prospective home buyers frequently take into account is their probable home-to-work commuting time. Heavy peak hour congestion increases commuting time, and this in turn can influence the home buying market in the affected suburban area. Therefore, as long as only the existing bridge remains, areas to the south are likely to develop more slowly than they would if the transportation restraint were removed (i.e. if a wider bridge is built). While this may be a factor in the secondary land use impacts of the project, it is not possible to reliably quantify its effects.

The proposed bridge widening is likely to increase the rate of strip commercial development along the highway in the West Linn area, unless the City and County act to control that process. The latter would be a desirable but radical departure from current trends in the region.

The direct land use impacts are not significantly different among the build alternatives, since the right-of-way required for the 5-Lane

Alternative is only 10 feet wider than for the 4-Lane Alternative and 20 feet wider than the 3-Lane Alternative. Any of the build alternatives would cause direct changes in land use only in the areas physically affected by the bridge construction (viaduct, bridge piers, and widened approaches).

While the additional right-of-way required for the widened bridge will no longer be city park property, the height of the bridge will allow continued de facto park use beneath, as with the present bridge. The north bank of Oswego Creek presently receives very little direct recreational use at the bridge, except as a visual background. There are no trails or other recreational facilities there. The 60-inch aquaduct in this area is below the grade of the bridge and will probably not be affected. The location of the nature trail along the south side of the creek will have to be changed slightly to accommodate the extended bridge support. This change will not detract from the trail's use.

Vegetation and Habitat

Vegetation in the project is dominated by Bigleaf Maples which evidently took over, following logging of the Oswego Creek ravine several decades ago. With this deciduous canopy, the bridge arch is visible from the trails below during the winter months, but is almost completely obscured by leaves during the growing season. The ground cover of ferns, annuals, brambles, forest detritus and a few shrubs provide feeding and nesting habitat for forest birds. No

rare or endangered species, or habitats critical to their existence are known to occur in the project area. There are no significant wetlands in the project area.

Impacts and Mitigation - An inventory of trees in the ravine at the project site revealed that the 3-Lane Alternative would probably have required removal of 34 Bigleaf Maples ranging from 4 to 18 inches in diameter, one 5-inch Vine Maple, two 12-inch Red Alders, two 4-inch and one 18-inch Douglas Fir, and one 18-inch and one 5-foot diameter cottonwood. In addition to the above, the selected 4-Lane Alternative will probably require the removal of seven Bigleaf Maples, ranging from 8 to 12 inches in diameter, and two Douglas Firs 3-feet in diameter. The 5-Lane Alternative would have removed additional trees. Construction of the new park access will remove three Douglas Firs, each 3-feet in diameter, just northeast of the McVey Avenue intersection.

Some of the trees listed above especially those located on the lower slopes of the ravine, can be partially saved by pruning back to heights and shapes which will not interfere with the bridge construction. This will also serve to minimize the visual impacts of the project. Removal of trees will cause corresponding reductions in small animal habitats in the area.

Construction of the project will increase shading and reduce soil moisture beneath the structure. This could result in some loss of vegetation unless measures are taken to divert some of the bridge runoff to the shaded areas. More shade-tolerant species will have a competitive advantage as long as sufficient moisture is provided. An attempt will be made to direct some storm runoff for this purpose (See Section on "Hydrology" above).

Visual Environment

The passage of the highway through the park, via Oswego Creek Bridge is a visual gateway to and from Lake Oswego. It contributes to the city's identity. The visual impact of this transition probably elicits mixed responses in most people. While the setting is pleasantly pastoral, it is probably with a sense of risk that motorists approach the existing narrow bridge. The bridge's appearance stimulates an "alert response" in motorists and encourages them to reduce speed. This prepares them for emergency situations which may occur on the bridge or on the difficult highway sections just north and south of the bridge. The driver's attention is necessarily focused on the roadway where there is little margin for error.

The basaltic rock cliff along the south side of the highway displays an attractive cover of mosses, lichens, Fringe Cup plants, ferns and Vine Maples. Trees nearly form a canopy over the highway.

Most users of the nature trail along the south side of Oswego Creek

probably experience the existing arched bridge structure as a contrasting, visually pleasing landmark. The arch adds diversity to the walker's visual experience and attractively frames the approach to the upper reaches of the ravine. The height and design of the bridge permits a relatively forgiving coexistence of the structure with the woodlands which surround it.

Impacts and Mitigation- Visual impacts of the build alternatives would generally increase with the width of the proposed project. Figure 6 is an aerial view from the south end of the bridge. Drawn-in lines show the approximate widths of the respective build alternatives and gives an idea of the degree of impacts on the visual environment and vegetation. The proposed widening will probably reduce the bridge's image as a "gateway" to the City of Lake Oswego. The roadway will appear safer to motorists and will not evoke as strong an "alert response" as the existing narrow bridge. While the pastoral setting of the highway will be somewhat reduced by the widening, it will be safer for motorists to observe and enjoy the view remaining. The placement of the concrete shoulder barriers on the bridge will make the structure somewhat less identifiable as a bridge and may give it the appearance of a higher-speed facility. The barriers will also obstruct motorists' view of the creek. Textural and architectural treatments of the finish design features (handrails, colors, wall surfaces) will be used where practical to cosmetically improve the relationship between

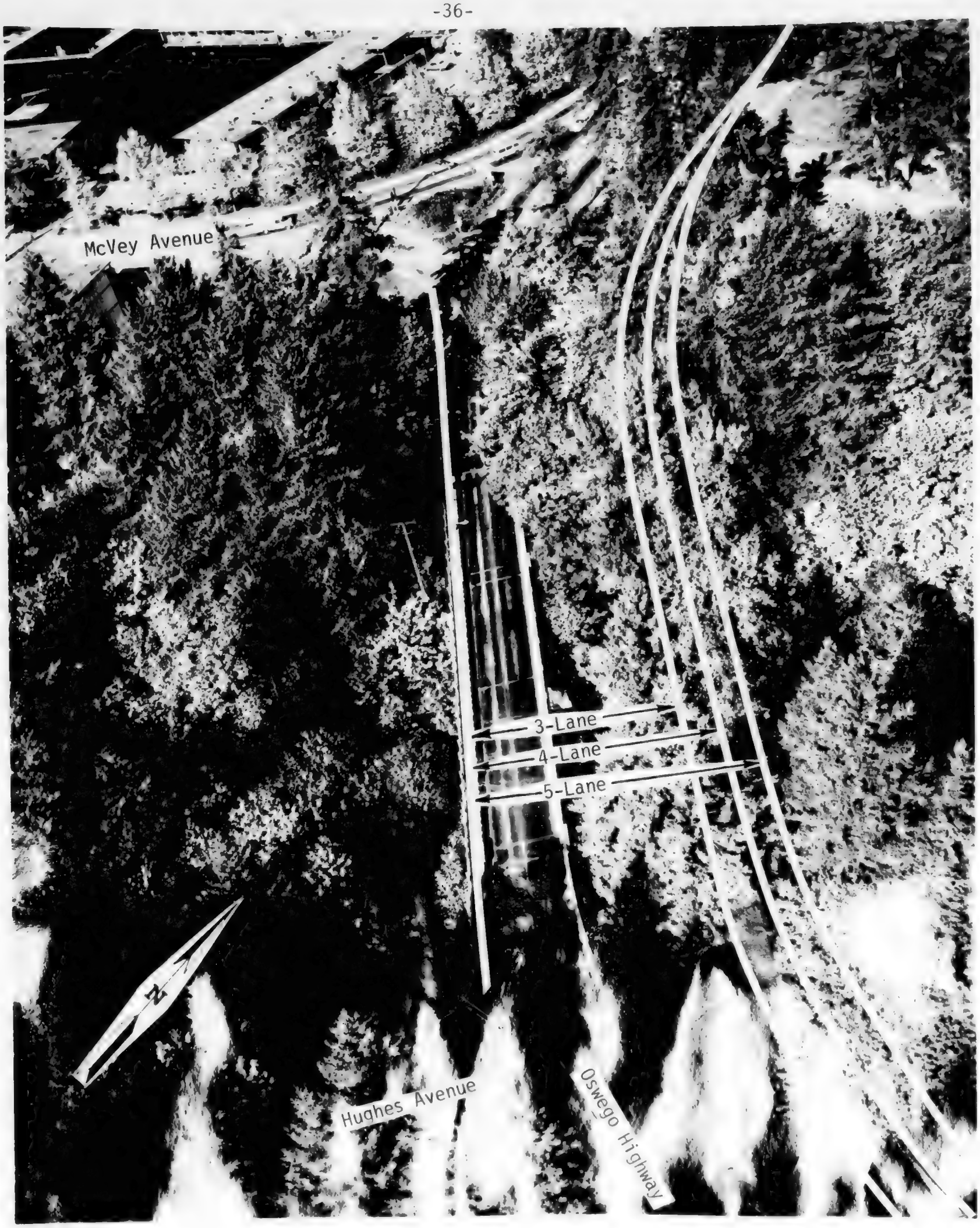


Figure 6. Oblique aerial photo of existing bridge. Widths of alternatives are drawn in.

the project and its environment. Special architectural treatments will have to be weighed against the increased maintenance costs and impacts on traffic safety which they may cause.

For users of the Oswego Creek trail, the widened bridge and partial viaduct will be more visually dominant than the existing bridge. Trees will continue to hide much of the bridge from most view points in the park. The enlarged bridge deck will seem much more like a "roof" over the creek, when viewed from the trails, since the width will be much greater in relation to the bridge's height. The present ratio of height to width is 1:0.4. The 3-Lane Alternative would have been 1:1, the selected 4-Lane Alternative will be 1:1.2 and the 5-Lane Alternative would have been 1:1.35. The concrete beams of the added structure will obscure the upper, secondary arches of the bridge on the east side, visually eliminating this important aspect of the structure's appearance. The view of the west side of the bridge will remain undisturbed, and the existing rail will be restored to its original appearance.

Cultural Resources

This cultural resources report identifies within the project area those historic and archaelogical properties which have national, state or local significance. Identification and protection of these resources are governed by various Federal and State laws and regulations. Foremost among these laws is the National Historic

Preservation Act of 1966, which established the National Register of Historic Places, a listing of each state's most important historic and archeological properties. Agencies which are involved in federally funded highway projects are also required to identify those structures and sites which are considered by the State Historic Preservation Office to be eligible or potentially eligible for this historic designation.

In this report, properties of historic significance are described in the Existing Setting. Effects of project construction are detailed in the Impacts section of the report. The Record of Mitigation and Coordination proposes means of alleviating adverse effects on cultural resources, and documents coordination with other agencies. Appendix A includes a list of bibliographic references for this section.

Existing Setting - Two structures of historic significance are located in George Rogers City Park: An historic iron smelter and the Oswego Creek Bridge. The Oregon Iron Company Furnace or Smelter, is listed in the National Register of Historic Places.

The smelter was constructed in 1865-1866 and was the first blast furnace and iron foundry west of the Rocky Mountains. During its years of operation, 40,625 tons of iron were produced from ore mined at Iron Mountain west of Oswego. The stack, which contained the

furnace, is constructed of native basalt and measures 34 feet at the base and 32 feet in height. This historic structure is located north of the Memorial Garden in the eastern portion of the park.

Approximately 700 feet southwest of the smelter is the Oswego Creek (formerly known as Sucker Creek) Bridge, a reinforced concrete arch span constructed in 1920. This structure is not currently listed in the National Register, but the State Historic Preservation Office has determined that it has a potential for that designation (Appendix A).

The Oswego Creek Bridge was one of seven reinforced concrete arch bridges built in the 1919-1920 biennium, under the supervision of Conde Balcom McCullough, Bridge Engineer for the State of Oregon from 1919 to 1946. McCullough's designs and use of reinforced concrete were considered far in advance of existing technology, and have proved worthy of the acclaim, both in appearance and in duration of structural condition.

In the Fourth Biennial Report of the Oregon State Highway Commision, covering the period from December 1, 1918 to November 30, 1920, the following statements appear:

> Probably the finest examples of concrete structures erected during the past two years are the Rock Point Bridge near Gold Hill in Jackson County, and the Sucker Creek Bridge near Oswego in Clackamas County.
>
> One of the most important bridge projects undertaken by the Commission was the construction of a concrete arch on

the Pacific Highway over Sucker Creek, just below the point where it leaves Oswego Lake, near the town of Oswego.

The bridge consists of a main arch span of 128 feet with two spans of 36 feet each at one end and two 36 and two 32 foot spans at the other. It is designed for a load of two 20-ton trucks side by side and has a roadway width of 20 feet. In view of the prominence of the structure on the State Highway system it was thought appropriate that some effort be made toward pleasing appearance. Accordingly the design was made rather pretentious and a striking contrast was obtained by the use of two brands of cement of widely differing color. The result is a very pleasing effect which has already been the subject of much favorable comment.

Impacts - The Oregon Iron Company Furnace will not be affected by construction of the proposed project, since the structure and its site are some distance from the project (approximately 850 feet).

The Oswego Creek Bridge would have been unaffected by the No-Build Alternative, but will undergo considerable alteration under the selected 4-Lane Alternative.

The proposal to erect an adjoining structure to the east of the existing bridge will affect its appearance from the park, creating the visual distraction of a modern design in contrast to the original period style. Such alterations may affect the National Register potential of the bridge, although the proposed construction is intended to preserve the greater portion of the original bridge on site.

Design proposals for all Build Alternatives described in the Draft

Negative Declaration required removal of the railings on both sides of the bridge. The five foot pedestrian walkway and its cantilevered supports on the west side would have detracted from existing design features and would have prevented preservation of the entire western side in its original state. ODOT's response to this concern has been to modify the selected alternative so that the railing on the west side of the bridge will not be removed. This will be done by placing the proposed 5-foot sidewalk inside the rail, rather than cantilevering it outside. The difference in roadway width will be made up by adding three feet of width to the east side of the proposed widening. The width of the sidewalk proposed on the east side of the bridge is reduced from 8 feet to six feet in order maintain reasonable construction costs and minimize right-of-way taking in the park. The principal historic and architectural impacts of the 3, 4 and 5-lane alternatives are essentially the same--obstruction of the easterly side view of the existing bridge. The smaller secondary arches located just beneath the existing bridge deck will be hidden from view by the beams.

Record of Mitigation and Coordination - The recommendation for beam construction rather than an additional arch, is preferable, from an historic point of view, since its implementation will be less of an encroachment on the architectural integrity of the original structure. Efforts will be made, however, to include design features and surface finishes which will be compatible with the historic appearance of the existing 1920 vintage structure.

The State Historic Preservation Office has recommended that one complete historic view (i.e., the west side view) of the bridge should be preserved (Appendix A). This shall include preservation of the existing rail, removal of the plank sidewalk, and relocation of the utilities suspended along the west side of the bridge. ODOT has responded to this by relocating the sidewalk inside the rail, as described above. The 12-inch sewer line and telephone line will be relocated to a less visible portion of the new construction so that there will be an unobstructed view of the bridge's original west elevation.

The proposed project will require some land for construction. Since portions of this area are undisturbed by urban development, an archeological reconnaissance survey may be required. In the event that such sites are discovered, all mapping and site evaluations and any recommended salvage and/or other mitigation measures will be completed prior to initiation of construction activities.

The State Historic Preservation Office was contacted for information on properties in the project area and structures of National Register listing or eligibility. Any mitigation measures applied to historic structures or archeological sites has been or will be coordinated with the Historic Preservation Office.

A "Finding of Effect and Preliminary Case Report" (Appendix A) has been circulated and approved as required under the National Historic Preservation Act of 1966. A 4(f) Statement documenting impacts on the historic value of the bridge is also attached, as required by Title 23, USC, Sec. 138.

Transportation

Since the Oswego Highway connects the City of Portland with several urban and suburban areas to the south, it carries relatively large volumes of commuter traffic, 20 southbound and 25 northbound Tri-Met buses and some heavy trucks (approximately 2% of total traffic). As mentioned earlier, the existing narrow bridge is a traffic bottleneck during peak hours and can only handle one-way bus and truck traffic. Trucks observed on the bridge intentionally straddle the centerline to avoid striking the railings and to discourage on-coming vehicles from attempting to cross at the same time.

Appendix B contains the traffic data base and projections for the Oswego Highway (just south of McVey Avenue intersection), State Street (just north of McVey Avenue intersection) and McVey Avenue (just west of its intersection with Oswego Highway). These data have been refined since the Draft Negative Declaration and show the existing traffic counts and projections for the years 1980, 1990 and 1995, in terms of average daily traffic (ADT), peak hour traffic, peak 8-hour average traffic, and the calculated peak truck hour traffic. These data are the basis for the air quality and noise projections documented in the next sections.

The bridge presently has a traffic capacity of 1,200 vehicles per hour at a level of service "D".* Its maximum capacity (forced flow) is 1,620 vehicles per hour. The 1978 afternoon peak traffic has been measured at 1,488 vehicles per hour. Therefore present peak hour operation on the bridge is considerably worse than service level "D", but less than the "maximum" capacity.

Opportunities for left turns to and from McVey Avenue are becoming inadequate to handle traffic volumes on McVey without signalization. The traffic flow map in Figure 7 displays 1978 and projected 1995 unrestrained average daily traffic (ADT) volumes at representative points in the project area. Existing peak hour traffic at McVey Avenue intersection, counted in February 1978, is also shown. McVey Avenue carries approximately 40% of the sum of the 1978 ADT on McVey and the Oswego Creek Bridge. Despite this nearly equal split in traffic, McVey Avenue traffic is controlled by stop signs and must yield to all southbound traffic on the Oswego Highway. Most of the peak hour traffic on both highways is northbound in the morning and southbound in the afternoon, and the traffic movements in those directions do not conflict significantly. However, the southbound traffic volume on the Oswego Highway has grown large enough (295 vehicles per hour)

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*"Level of service 'D'" on arterial streets is defined as the condition in which traffic flows approach an unstable condition with tolerable delays, average speeds of 15-20 MPH. A common objective of most highway capacity improvements is to provide at least a level of service "D" for 20 years following completion.

Appendix C describes levels of service A, B, C, D, E, and F.

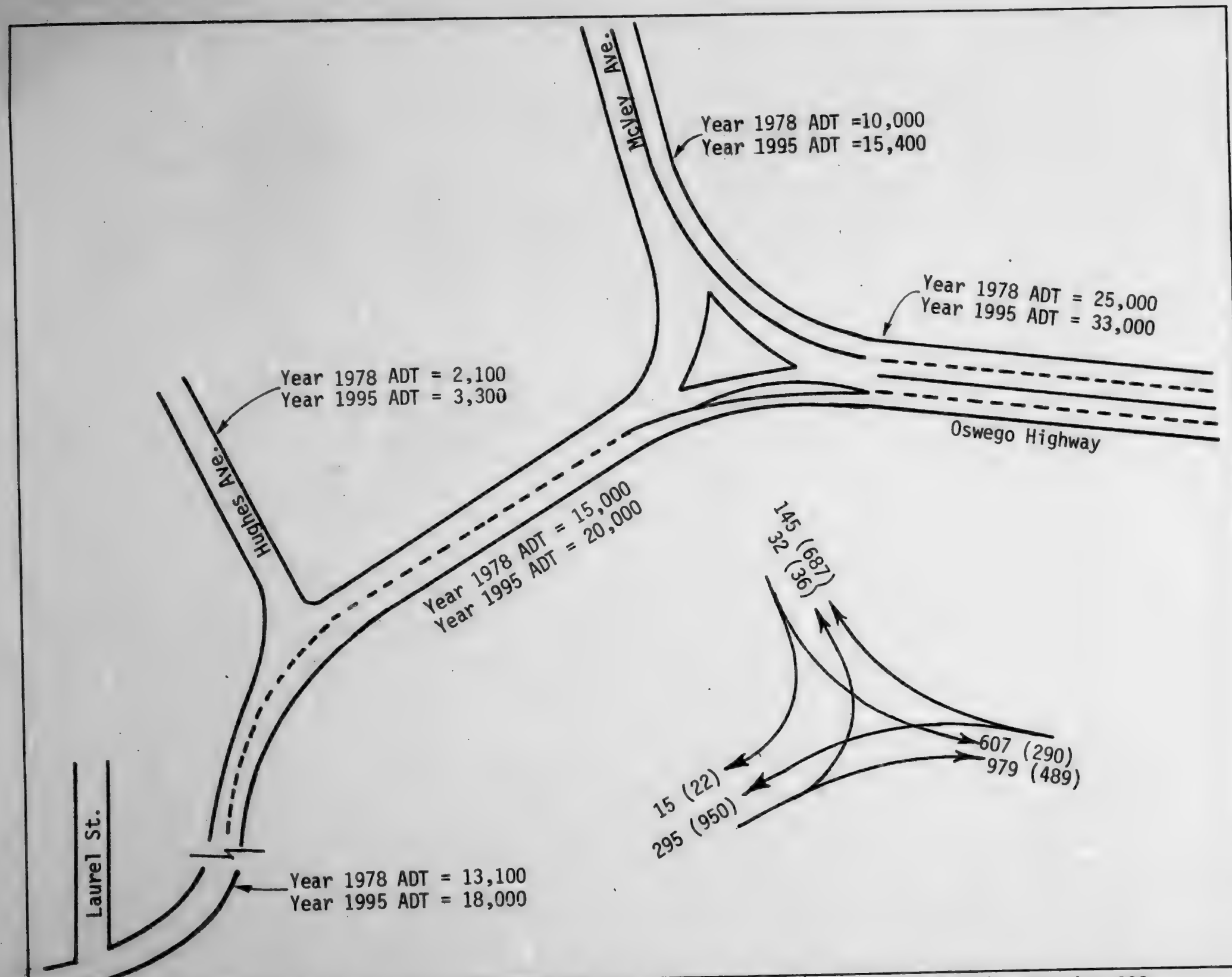

Figure 7. Average daily traffic for 1978 and projected for 1995 (unrestrained). Morning 000 and afternoon (000) peak hour traffic counts for February 1978 at McVey Ave. (vehicles/hour).

during the morning peak hour to impede left-turning peak direction traffic northbound from McVey (607 vehicles per hour). Furthermore, afternoon peak hour traffic southbound on the Oswego Highway (950 vehicles per hour) makes it very difficult for northbound traffic from McVey (290 vehicles per hour) to make the left turn. Figure 8 compares the sums of these capacity-limiting movements for the project alternatives and relates them to capacity and level of service.

Traffic volumes at the McVey Avenue intersection presently exceed the standard criteria used statewide for determining justification for a signal. The projected increases in traffic volumes at the intersection by 1995 make the signalization appear even more imperative. Only a complete but unlikely halt in land development south of Lake Oswego, and increases in vehicular occupancy rates, would reduce the need for a signal.

Tri-Met bus line #36 provides public transportation service between Portland and Oregon City via the Oswego Highway. Approximately half of this line serves the Oswego Lake South Shore, via McVey Avenue, and does not use the Oswego Creek Bridge. The bus schedule and map are shown in Appendix D. Tri-Met records for 1974 through 1977 show substantial increases in ridership on the line. The annual increases in average daily ridership from fall 1974 to fall 1975,

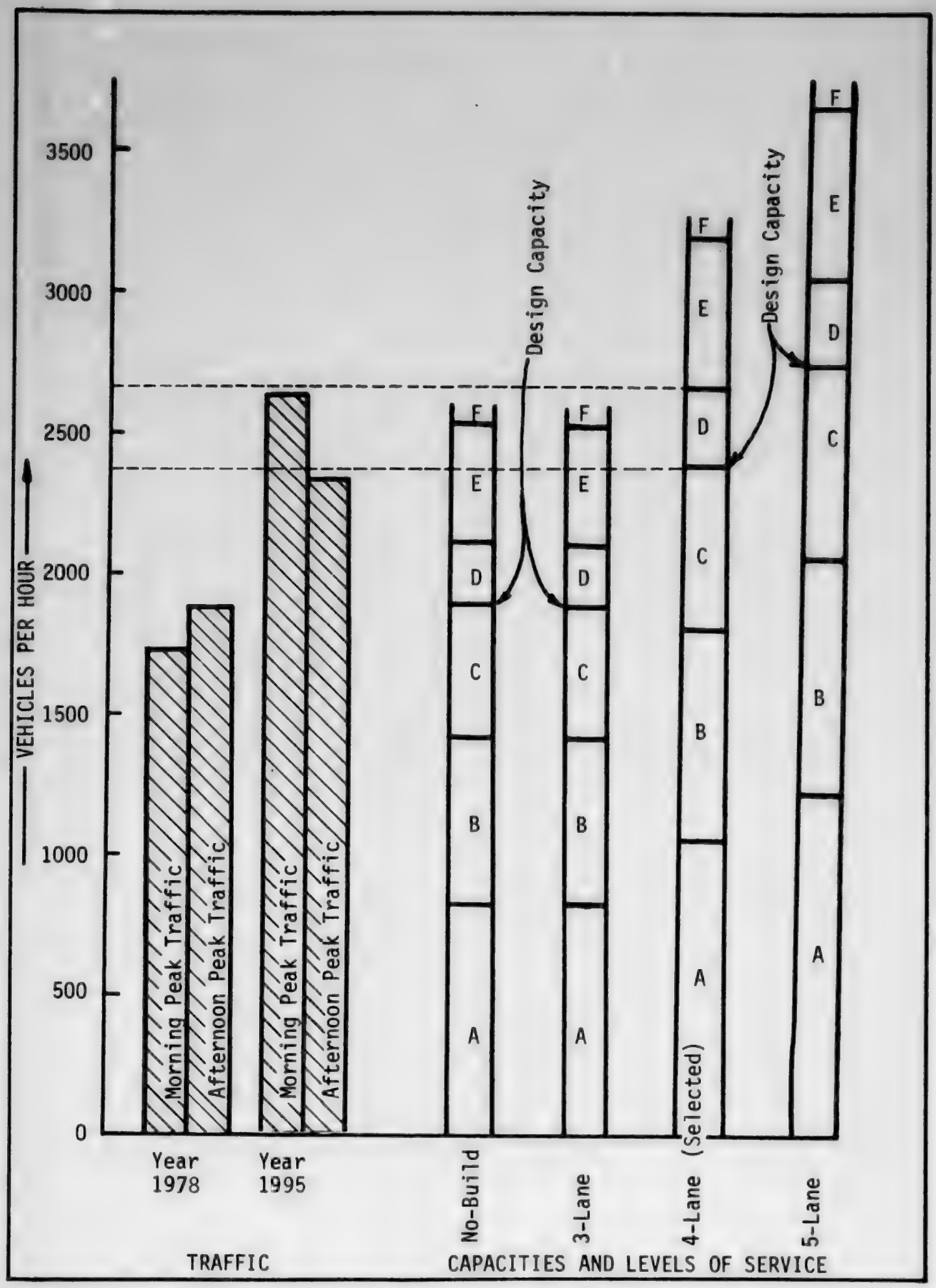

Figure 8. Graphic comparison of existing and projected traffic (sums of the north to south, south to north and west to north movements at McVey Ave) with the corresponding capacities and service levels of the project alternatives.

1975 to 1976, and 1976 to 1977 were 53%, 17% and 1% respectively. The oil embargo of 1974 apparently had a strong influence on ridership increases, which have tapered off dramatically since the embargo was lifted. It seems unlikely that the 1974-1975 surge in ridership will be repeated until there is a recurrence of strong incentives, such as a similar threat to mobility posed by fuel shortages.

A Tri-Met on-board ridership study done in late 1976 and early 1977 recorded average ridership during the peak traffic hours on the Oregon City-Portland portion of Line #36. Figures for the morning peak (7-9:00 AM) were 157 passengers inbound (to Portland) and 22 passengers outbound (from Portland). The afternoon peaks (4-6:00 PM) averaged 20 inbound and 175 outbound passengers. These figures convert to 78 passengers per hour in the morning inbound peak and 87 passengers per hour in the afternoon outbound peak. Six buses were used in the peak directions during the 2-hour peak periods. These buses reduced the peak hour vehicular trips by approximately 90 peak direction trips per hour. It should be noted that these figures are for the entire length of the Oregon City-West Linn-Lake Oswego-Portland route. The numbers of passengers actually crossing the Oswego Creek Bridge by bus would be less than the figures given above.

It can be concluded that Tri-Met buses presently reduce southbound

peak hour automobile traffic on Oswego Creek Bridge by some amount less than 9% (87 trips out of 950 per hour).

During the five-year period, 1972 through 1976, the reported accident rate in the bridge project section (MP 6.6 to 6.8) was 6.74 accidents per million vehicle miles. This is only slightly higher than the statewide average rate of 6.22 for all state primary urban highways. During this period, there were a total of 30 accidents in the section. Of these, 19 were at intersections (Hughes and McVey). Twenty injuries and no fatalities were reported. One of the accidents involved a pedestrian, 4 were head-on, 15 were rear-end, 2 were side-swipe meeting, 2 were turning, and 8 were collisions with fixed objects. The collision diagram in Appendix E shows the 9 reported accidents at McVey Avenue intersection between January 1974 and July 1977. Five of the 9 accidents occurred at the stop sign controlling the movement from McVey to northbound Oswego Highway. Inspection of the bridge also reveals evidence of numerous collisions with the railings.

Impacts - Signalization of the McVey Avenue intersection will improve the opportunities for movements to and from McVey Avenue, but will significantly reduce the overall capacity per lane. Since it is necessary to provide adequate continuing service for traffic on McVey Avenue while maintaining overall capacity, at least two lanes per major movement (north to south, south to north and west to north)

are required to provide adequate green time at the signal to clear the accumulated traffic during each signal cycle.

The selected 4-Lane Alternative will add the benefits both of increased capacity and signalization. The project section will operate at better than level of service D until about 1990. It will continue to operate within the range of level of service D beyond 1995. However, the increased capacity at the bridge will allow greater volumes of future traffic to develop (Appendix B). This in turn will increase total volumes and reduce speeds on State Street to the north. A future TSM project, described earlier, is being planned to relieve this congestion on State Street as it develops.

It has been determined that the TSM project will probably allow better traffic flows north of McVey and allow somewhat higher average speeds (Appendix B), which in turn are likely to reduce carbon monoxide and hydrocarbon emission rates.

The proposed bridge project will not in itself provide incentives for the use of mass transit, but it will be adaptable to improved bus service if other constraints are applied to automobile use in the future.

To maintain acceptable levels of service, the rejected No-Build Alternative would require large reductions from current transportation trends in the Oswego Highway Corridor. The unrestrained increases in traffic expected by 1995 would far exceed the maximum traffic capacity of the existing bridge and the McVey intersection. Present traffic in the No-Build Alternative presently exceeds the capacity at level of service D and would exceed the intersection's maximum capacity by 1993. Traffic at maximum capacity is a forced-flow, jammed, prolonged, stop-and-go condition with speeds less than 15 miles per hour (level of service F). This is an indicator of the physical limitation of the facility, but is not an acceptable design capacity. Since the trafficdata (Appendix B) reflect the capacity restraint imposed by the No-Build Alternative, the 1995 projection shows reduced traffic volumes and speeds, compared with the 4 and 5-Lane alternatives.

Traffic on the rejected 3-Lane Alternative would exceed level of service D capacity during the morning peak on essentially the same time table as for the No-Build, since the capacity provided by the additional lane would be taken up by the traffic delays at the signal. The 3-Lane Alternative would only improve left-turn opportunities from McVey. It would not improve the total capacity of the intersection and would lead to unacceptable conditions similar to those predicted under the No-Build Alternative. This failure reflects the inadequacy of the signal green time when only

single lanes are available for the major movements.

The rejected 5-Lane Alternative would provide capacity better than the level of service D until about 1998 at the McVey intersection. The signalization would allow adequate opportunities for all movements. This alternative would support current trends in traffic (continued dominance of automobile use) and would not in itself provide incentives for the use of mass transit. The 5-lane facility could be used to serve transit improvements if other constraints on auto use increased demands for transit in the future. Again, increased traffic capacity on the bridge would lead to increased volumes and lower speeds (and lower levels of service) on State Street, north to McVey. Future TSM improvements planned on State Street might help offset this effect.

The proper relationship between highway improvements and mass transit is a hotly debated issue. This project is no exception. Obviously a project which increases the vehicular capacity of a highway is not likely to cause a reduction in automobile use. In fact it can frequently serve to generate more traffic on the route through its influence on land development in the service area and on the route preferences of motorists. Arguments have been presented in public discussions of this project that the 3-Lane or 4-Lane Alternatives would be more likely to encourage a better balance between automobile and mass transit (bus) ridership on the Oswego Highway and

would not be as likely to generate large amounts of additional traffic. But a facility which physically impedes automobile use will not necessarily encourage bus use. The reverse is more likely to be the case. A highway which produces an automobile traffic jam also delays the scheduled buses unless the latter have an exclusive alternative route. The 3-Lane Alternative would not provide adequate space to give future special treatment for buses, but the 4 or 5-Lane Alternatives would have that flexibility for the future, though special bus lanes are not specifically included in this project. The need for preferential treatment also applies to other high occupancy vehicle modes such as carpools or vanpools. The average commuter must perceive a significant benefit over the use of his own vehicle before he will voluntarily ride the bus or participate in a vehicle pool.

The increase in bus service which would be required to maintain a level of service D for less than the 4-Lane project through 1996, appears unattainable under present conditions (individual preference for the automobile, affluence, availability of fuel, prior capital commitments on other transit corridors). To achieve a level of service D for the 3-Lane Alternative in 1995, the projected 1995 traffic volume of 2,620 vehicles per hour during the peak morning hour would have to be reduced to 1900 vehicles per hour. Approximately 30 additional buses per hour would be required during the morning peak traffic to achieve this goal. This

is nearly three times the peak hour bus service now available on this line. To require a tripling of peak hour bus service is tantamount to requiring Tri-Met to triple its entire bus fleet, if all similar routes in the region were to receive similar treatment. Tri-Met commits nearly its entire fleet during peak hours, and tripling peak hour service would require a corresponding capital outlay which appears unavailable--particularly in the absence of a compelling ridership market.

Based on the above traffic information, ODOT concludes that the No-Build Alternative and the 3-Lane Alternative would not provide adequate levels of service or opportunities for mass transit improvements. The 4-Lane and 5-Lane Alternatives would be adequate from these standpoints.

Noise

This section summarizes the results of an updated noise study for the project. Some improvements have been made in the noise prediction methods, and the model used has been calibrated and verified with actual noise measurements at Lakewood School. Details of methodology and data base are presented in the Noise Study Report submitted to FHWA.

Existing Conditions - Noise levels were determined for the year 1978 for the No-Build Alternative, and 1995 for the proposed Build (4-Lane) and the No-Build alternatives at four receptor sites: Bay Roc Apartments (south and north of McVey Avenue), Oswego Lake Shore Apartments, and Lakewood Elementary School (Figure 9). These sites all fall within FHWA Activity Category B (picnic, recreation, active sports, residences, schools), for which the exterior FHWA design noise level is L_{eq} = 67 dBA.*

The existing noise levels calculated for the above receptor sites exceed the FHWA design noise level. The existing peak hour noise levels range from L_{eq} = 71 dBA at the Bay Roc Apartments north of McVey to L_{eq} = 75 dBA at Lakewood School (Table 2).

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* L_{eq} is the constant sound level which, in a stated period of time, would be equivalent in acoustic energy to a varying sound level measured for the same period. The dBA (decibel) is the unit of measure for sound energy (loudness).

Figure 9. Sketch map showing noise receptor sites for project area.

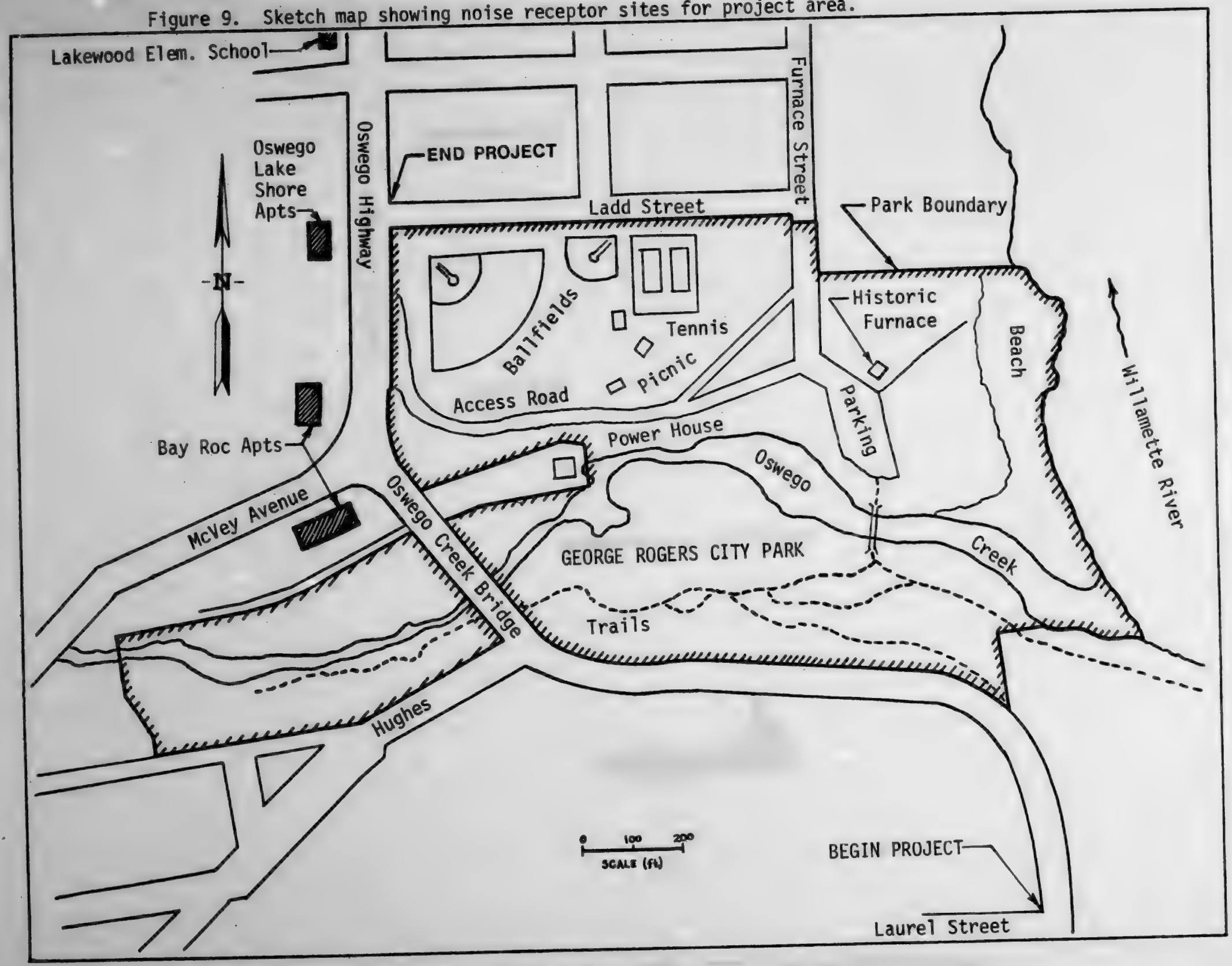


TABLE 2

Estimated Noise Levels at Selected Receptor Sites
Oswego Creek Bridge

SITE	ALTERNATIVE	Estimated LEQ Noise Levels (dBA) 1978 Peak Hour	1978 Peak Truck Hour	1995 Peak Hour	1995 Peak Truck Hour
Bay Roc Apts	Build	-	-	73	73
(So. of McVey)	No Build	72	71	75	73
Bay Roc Apts	Build	-	-	74	73
No. of McVey	No Build	70	71	72	72
Oswego Lake Shore	Build	-	-	77	77
Apartments	No Build	74	74	75	75
Lakewood	Build	-	-	78	78
School	No Build	75	75	76	76

The modeled predictions were found to be consistent with actual noise measurements taken at Lakewood School on 5 March 1978 (predicted L_{eq} = 71 dBA; measured L_{eq} = 72 dBA, at 45 feet from the roadway noise source).

Impacts - Future noise levels are predicted to increase for both the No-Build and the proposed 4-lane project (Table 2). The greater traffic capacity of the project will allow greater long-term increases in traffic volumes and attendant noise levels. The L_{eq} noise levels predicted for 1995 for the project exceed those of the No-Build Alternative by 2 dBA, at the sites modeled north of McVey Avenue. While this is not a perceptible difference, the 1995 noise levels predicted for both the No-Build and all the Build Alternatives are far in excess of the FHWA design noise level. The highest level predicted for the project is 78 dBA in 1995 at Lakewood School. The 1995 prediction for the No-Build Alternative at this site is 76 dBA.

Another human use area affected by highway noise in the project area is George Rogers City Park. Noise prediction models are not available for the calculation of noise transmission beneath bridge structures; therefore, noise levels could not be calculated for

the nature trail beneath the bridge. Direct measurements were not taken because falling water in Oswego Creek produced too much background sound to allow accurate measurement of the noise contribution of the roadway. This same background tends to mask highway noise which might otherwise disturb park users. It does not appear that traffic noise in the park should differ significantly from that which would result from the No-Build condition. Picnic areas in the park are out of range of most traffic noise from the project area.

Noise Abatement Evaluation - FHWA regulations (FHPM-773, Paragraph 6f) require that feasible noise abatement measures (if any) be incorporated into the project, if the design noise is likely to be exceeded. Noise levels at the sites modeled presently exceed the design noise levels and are predicted to become even worse for all alternatives in the future. But physical constraints at these sites will not allow effective noise mitigation.

A. Bay Roc Apartments (south side of McVey): Construction of a noise barrier along McVey Avenue would not be effective because of the openings which would be needed for access to the apartment parking lot. Proximity of Oswego Creek to the south and McVey Avenue to the north would limit the length and effectiveness of any barrier constructed parallel to the Oswego Highway. There are no windows on the side of the

structure facing the Oswego Highway, so interior noise levels may not exceed standards. No mitigation will be recommended.

B. Bay Roc Apartments (north side of McVey): The parking area for this receptor has access onto both State Street and McVey Avenue. The positions of these accesses would interfere with effective noise barrier operation. A barrier parallel to State Street could be constructed for partial mitigation if parking area access were limited to McVey Avenue. However, a barrier would not be visually pleasing at this location and would limit sight distance at the intersection of State Street and McVey Avenue. No mitigation at this receptor will be recommended.

C. Oswego Lake Shore Apartments: A barrier could not be constructed in the space between State Street and the structure without limiting sidewalk space. The second story of the apartments could not be fully mitigated unless the second story windows were covered. Any type of barrier at this property would seriously restrict the occupant's view. No mitigation at this structure will be recommended.

D. Lakewood School: While this receptor is not within the project limits, traffic increases generated by the project will cause noise increases at this location. It was therefore included in the analysis.

FHWA design noise levels are predicted to be exceeded at this structure with either alternative. The build alternative will increase noise levels by 2 dBA. There is not sufficient space for any type of barrier between the building and the street. The front of the building is used for school bus loading and unloading, and must be kept clear for safety reasons.

Existing interior noise level readings were taken at Lakewood School and were found to exceed FHWA interior design noise levels. Predicted future noise levels would be at least 3 dBA higher than existing noise levels with the build alternative. Double glazing of windows on the front of the building is a potential form of mitigation at this receptor. However, since the school is not within the project limits, mitigation cannot be incorporated into the project. The school is within an area being considered under other project proposals and mitigation will be fully evaluated when these projects are advanced. Also, the future use of the building will probably not be for school purposes. The Lake Oswego School District is in the process of selling the building and replacing it at a different site. This potential change in use of the building will be evaluated as appropriate.

E. George Rogers Park: No specific noise abatement measures are planned for the park, but it is possible that the shoulder

barriers between the sidewalk and the roadway will help reduce the amounts of noise received by human use areas there.

Construction Noise Mitigation - Construction noise on this project may create temporary adverse noise conditions. To minimize these conditions, the project plans and specifications will place certain restrictions upon the contract to mitigate construction noise.

Operating time restrictions will be imposed on construction activities within 1,000 feet of an occupied dwelling unit, between the hours of 10 PM and 7 AM and during all hours on Sunday and legal holidays. More stringent regulations will be placed on extremely noisy activities such as piledriving. Exceptions to these time restrictions may be granted according to provisions of applicable state and local laws, ordinances and regulations relative to noise control.

Should a specific noise impact not addressed by measures included in this project occur, mitigation will be investigated. Where practical, additional construction noise abatement will be implemented.

Coordination with Local Officials - A copy of the Noise Study Report, as well as a copy of the FHWA policy regarding limitations on noise mitigation for future development, will be forwarded

to Clackamas County and the City of Lake Oswego. These will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information therein will be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels.

Air Quality

An analysis of the air quality impacts of this project was performed using field monitoring data, meteorological data and the Appendix B traffic data. The details of the analysis are provided in the Indirect Source Construction Permit Application to DEQ (Oregon Department of Environmental Quality). The conclusions from that analysis are provided below.

Elevated air pollutant concentrations, some of which violate air quality standards, presently occur in the project vicinity. A major cause is peak hour traffic congestion in which large numbers of vehicles move at reduced, less efficient speeds. The proposed project will increase the traffic capacity of the bridge and McVey intersection, thereby reducing congestion and pollutant levels (for today's traffic).

Future concentrations of carbon monoxide and hydrocarbons would be expected to decrease for any of the project alternatives. Emissions would decrease under the No-Build condition because further traffic increases would be restrained by the limited highway capacity, and the auto emission control program would reduce emissions per vehicle. Total emissions will decrease even more under the selected 4-Lane Alternative because the project will reduce congestion and increase speeds. The future increases in traffic will tend to increase total emissions, but this will be counteracted by the effects of improved traffic flow and emission controls.

Air Quality Standards - The proposed project is located in Oregon's Portland Interstate Air Quality Control Region No. 193 and specifically in the Portland-Vancouver Air Quality Maintenace Area. The Clean Air Amendments of 1977 required the State to identify those areas that fail to attain the National Ambient Air Quality Standards (NAAQS). The city of Lake Oswego has been designated as a nonattainment area for the secondary standard for total suspended particulates. In addition, the Portland-Vancouver Air Quality Maintenance Area (AQMA) has been designated as a nonattainment area for the carbon monoxide and photochemical oxidant standards.

Critical Year Determination - The critical year (the year in which the greatest air quality impacts are predicted to occur) is calculated to be 1981, which is also the completion year for the project. Air quality impacts after that date are expected to decrease as the proportion of vehicles with emission controls increases. In the 1990's, however, the effects of increased traffic will begin to offset the benefits of emission controls and result in a leveling off of further air quality improvements.

Air Quality Impacts - The results of the total emissions analysis for the project are displayed in Table 3. They show that decreases in emissions of carbon monoxide and hydrocarbons are expected through 1995, for the No-Build Alternative, but the reductions would be even greater for the proposed 4-Lane project. Construction of the future

Table 3.

Oswego Bridge Project
Total Emissions Summary

Project Alternatives	Study Year	Carbon Monoxide Tons/yr	Carbon Monoxide Percent*	Hydrocarbons Tons/yr	Hydrocarbons Percent*	Nitrogen Oxides Tons/yr	Nitrogen Oxides Percent*
No-Build	1978	519.95	100.0	58.20	100.0	25.11	100.0
	1981	427.55	82.2	46.74	80.3	25.12	100.0
	1990	279.58	53.8	27.55	47.3	20.49	81.6
	1995	246.45	47.4	23.94	41.1	20.18	80.4
Build 4-Lane (proposed)	1978	519.95	100.0	58.20	100.0	25.11	100.0
	1981	355.96	68.5	41.08	70.6	27.28	108.6
	1990	246.48	47.4	24.55	42.2	24.17	98.2
	1995	227.46	43.7	22.01	37.8	24.70	98.4
Build 4-Lane (proposed) plus TSM	1978	519.95	100.0	58.20	100.0	25.11	100.0
	1981	355.96	68.5	41.08	70.6	27.28	108.6
	1990	227.12	43.7	22.74	39.1	24.87	99.0
	1995	210.28	40.4	20.32	34.9	25.46	101.4

*Percent of the 1978 No Build condition.

TSM project north of McVey Avenue would yield additional reductions. Nitrogen oxides would remain essentially the same for all alternatives on all dates through 1995.

A. Carbon Monoxide (CO)

The total emissions summary (Table 3) shows that CO would decrease more than 50% by 1995 under the No-Build Alternative. The selected 4-Lane project is expected to show a slightly greater decrease (56%).

Analyzed separately, the section of State Street just north of McVey Avenue would actually show higher future CO emissions for the 4-Lane project than for the No-Build in 1995. The increased capacity of the 4-Lane project would leave the section to the north as a bottleneck with increased congestion in future years. This problem can be alleviated by the future TSM project. The TSM project added to the 4-Lane project would show a 60% reduction in CO emissions by 1995.

Actual concentrations of CO were monitored in the field, using sequential hourly bag samplers from early October to December 1978, at three sites (Bay Roc Apartments, Lakewood School and George Rogers Park). The data collected were used to calibrate the predictions for future concentrations.

The average 8-hour CO concentrations were calculated for State Street north of McVey Avenue for each year from the present through 1995. This was done by using actual field data as a base, factored into the projected total emissions. While all the alternatives are expected to remain within the 8-hour standard (10 mg/m^3), the TSM project is necessary if the selected 4-Lane Build Alternative is to show lower future CO concentrations than the No-Build.

A possible 8-hour violation was recorded by the CO sampler at George Rogers Park on 28 November 1978, but two hours of data were lost, due to equipment malfunctions. If the lost data points were filled in by interpolation, the maximum 8-hour average for that day would have been 11.2 mg/m^3, a violation of the 10 mg/m^3 standard. The hourly data for that day were as follows:

Hour	13	14	15	16	17	18	19	20	21	22	23
CO (PPM)	8	9	(9.5)	10	13	11	(9.5)	8	8	8	8

(1 PPM = 1.147 mg/m^3)

The circled values are the lost data points which have been interpolated. The probability of a recurrence of this type of event is expected to decrease as the total emissions decrease, as described above.

B. Reactive Hydrocarbons (RHC)

The RHC emissions parallel the CO emissions. The reductions in RHC emissions expected for each alternative is as follows:

	1978	1981	1995
No-Build	0%	20%	59%
4-Lane Project	0%	29%	62%
4-Lane Plus TSM	0%	29%	65%

C. Nitrogen Oxides (NO_X)

By 1995, NO_X emissions would decrease 20% under the No-Build alternative, because of increased traffic congestion (NO_X emissions increase with vehicle speeds). NO_X is expected to remain essentially at today's levels in the future, under the 4-Lane project.

D. Total Suspended Particulates (TSP) and Lead

DEQ maintains a particulate sampler on the roof of Lakewood School (State Street and Middlecrest Road). The TSP standard has been violated several times, largely as a result of a local cement plant operation (north of the project on Foothills Road).

No violations of the State one-month average standard for lead particulates have been recorded in the past, but there was one federal 3-month average standard violation in the November 1976-January 1977 period. Lead particulate emissions are predicted to continually decrease in coming years, as the use of leaded gasoline is phased out through government regulation. The reduction is predicted to be 80-85% for the No-Build and 70-80%

for the selected 4-Lane project.

E. Photochemical Oxidants

A DEQ ozone monitor at Milwaukie High School (2.5-3 miles northeast of the project) has recorded several violations of the ozone standard. Since photochemical oxidants are the result of reactions among NO_X, ozone and reactive hydrocarbons, their formation is dependent on regional concentrations of the reactants. Local facilities contribute the reactants; then the oxidants are formed regionally. It has been found that reactive hydrocarbons control the rate of oxidant formation: Given the presence of NO_X, ozone and sunlight, increased HC increases the rate of oxidant formation.

Since all the project alternatives are predicted to show reduced HC emissions, it is also expected that the project's contribution to oxidant formation will be proportionally reduced.

Construction Impacts

Local air quality within the project can be adversely affected by the actual project construction. Dust and exhaust emissions are the two most significant areas of concern with respect to potential air quality impacts during construction. While it is impossible to quantify the magnitude of particulate concentrations in the immediate area, it is anticipated that measurable

increases in local particulate concentrations will occur during the construction period. Emissions from diesel-powered construction equipment can emit significant amounts of nitrogen oxides and carbon monoxide. Also present in the diesel exhaust are various particulates, hydrocarbons and sulfur dioxide. Obviously, concentrations of all these pollutants will be higher during the construction period, but the magnitude of local impacts is unknown. Since the construction season does not normally coincide with the period of highest pollution potential (for CO), it is reasonable to assume that the concentrations of gaseous pollutants, although higher than normal, would tend to be negated by more favorable meteorological conditions.

Fugitive dust impacts will be mitigated by watering or application of other dust controls.

Construction activities are likely to cause some temporary increases in traffic congestion and reductions in traffic speeds. This is likely to cause periodic increases in HC and CO emissions from regular traffic on the highway over the duration of the construction period.

Consistency Determination - The air quality analysis demonstrates that this project is consistent with the State Implementation Plan

(SIP) for air quality under the Clean Air Act. The project is also consistent with the LCDC Planning Goal and Guidelines for air quality maintenance and improvement.

Utilities

The following utilities are located within the limits of the project: Northwest Natural Gas Company, Pacific Northwest Bell, Portland General Electric, and City of Lake Oswego sanitary sewer, water main and power generation aquaduct.

A 6-inch sanitary sewer line crosses west to east beneath the northerly bridge approach and a 12-inch line is attached to the bridge, along its west side, along with a 4-inch gas line and a telephone duct system. A 10-inch water main is located in the McVey Avenue intersection. A Gas regulator is located on the east side of Oswego Highway, just across from McVey Avenue. It would have to be relocated because of the realignment of the highway curve at that point. Power lines on poles along the west side of the bridge would not require relocation. The power generation aquaduct, owned by Lake Oswego Corporation, was mentioned earlier, under land use. It is probable that construction conflicts with this facility can be avoided.

These utilities would be affected to the same degree by any of the build alternatives of the project. Most of the utility lines are in existing highway right-of-way, under permit, and, if relocated, are not reimbursable for relocation costs. The gas regulator is reimbursable.

The 12-inch sewer line and the telephone conduit attached to the west face of the existing bridge would be relocated to less conspicuous locations on the structure, as required under the Memorandum of

Agreement (Appendix A). The City has requested that the bridge be constructed to carry a 30-inch water main beneath the widened east side.

PUBLIC PARTICIPATION AND COORDINATION WITH OTHER AGENCIES

The development process for this project involved the interaction of an ODOT interdisciplinary team, an interagency Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC). The interdisciplinary team consisted of ODOT technical staff and administrative personnel with expertise in specific areas of project development (e.g., traffic, environment, location, bridge design, funding, right-of-way, utilities). The TAC consisted of some members of the interdisciplinary team plus representatives from other agencies with special expertise or interests relating to the project (e.g., Tri-Met, Dept. of Environmental Quality, U.S. Heritage Conservation and Recreation Service (HCRS); City of Lake Oswego Public Works, Planning and Parks departments; Clackamas County and the Federal Highway Administration). The CAC consisted of 12 private citizens nominated by various city, county and state officials.

The interdisciplinary team did the initial technical analyses of problems and solutions for the project and presented them to the TAC. The TAC members added their recommendations supporting their respective agency concerns and insights. A slate of project options which appeared technically feasible, or in need of further discussion, was developed and forwarded to the CAC members for their responses.

The first TAC meeting on 3 November 1977 started a series of several cycles of TAC proposals and CAC responses and recommendations. By feeding technical information and public responses back and forth, viable alternatives and preferences were negotiated. By 10 January 1978,

after a total of four CAC meetings, three TAC meetings and frequent, less structured interdisciplinary consultations, the TAC and CAC jointly recommended the 5-Lane Alternative as their preference. It was subsequently determined that the No-Build, 3-Lane, 4-Lane, and 5-Lane alternatives would be considered in detail in the Draft Negative Declaration.

The times and locations of all CAC meetings were published in the Lake Oswego Review, the local weekly newspaper. The meetings were open to the public. The Review gave the project extensive coverage through articles, editorials, public notices, and letters to the editor.

The following is an outline of the major public participation events relating to the project since January 1978.

15 Feb 78 - ODOT public information meeting in Lake Oswego.

8 Mar 78 - Special City Council meeting. Council decided to place 5-Lane Alternative on May ballot, per City Charter Amendment.

13 Apr 78 - Draft Negative Declaration released for public review.

24 Apr 78 - City Council held special hearing to determine whether 5-Lane Alternative suitable for the May ballot. Council decided to remove the issue from the ballot until Nov 78.

8 May 78 - ODOT Public Information Meeting

11 May 78 - ODOT Public Information Meeting

17 May 78 - ODOT Pre-Hearing Information Meeting

18 May 78 - ODOT Hearing

27 Jun 78 - City Council placed the 4-Lane Alternative on the November ballot.

7 Nov 78 - Election results showed that voters preferred the 4-Lane Alternative over the No-Build Alternative.

5 Dec 78 - City Council resolved that ODOT should proceed with the project as approved by the voters and included a request for a pedestrian connection between the bridge and Laurel Street.

In addition to the coordination and project development activities mentioned above, many special contacts were made with private citizens, interest groups and other agencies to address special problems, interests, concerns and questions.

Several contacts were made with the U.S. Heritage Conservation and Recreation Service (HCRS) to ensure consistency with Section 4(f) requirements. The record of these contacts is found in the attached 4(f) Statement and in Appendix F.

SUMMARY OF COMMENTS AND RESPONSES

ODOT reviewed and responded to numerous comments from the CAC members, participants in informational meetings and hearings, other agencies and from individuals and organizations.

This section summarizes the comments and ODOT responses. The verbatim hearing transcript and comment response letters are available in the "Hearing and Project Report" produced by ODOT in June 1978. The ODOT Metroplitan Branch correspondence file on the project is also available for examination at 5821 NE Glisan St., Portland, Oregon 97213.

The following table summarizes public preferences expressed for the various project alternatives.

Tabulation of All Comments Received as of 30 June 1978

Choice	Verbal at Hearing	Written at Hearing	Written before & after Hearing	All Methods
No-Build	1	-	-	1
Wider 2-Lane Bridge	-	1	4	5
3 Lanes	-	-	1	1
4 Lanes	1	-	1	2
4 Lane Bridge stripe 2 lanes	5	-	1	6
4 Lane to 5 Lane tapered bridge	1	-	-	1
4 Lane with left turn refuge	12	4	6	22
No Choice	3	3	-	6
TOTALS	23	8	13	44

Comments received, and the results of the November 1978 election, showed strong support for widening the existing bridge.

Comments on Alternatives: Pro and Con

Following is a summary of the most often expressed concerns supporting and opposing each of the major choices:

1. No Build

   Support: - would discourage increased truck traffic
   - traffic restraints would maintain pedestrian safety
   - would discourage speeding

   Oppose: - existing bridge is safety hazard
   - existing congestion is intolerable

2. Widen Two-Lane Bridge

   Support: - would handle non-peak hour traffic adequately
   - less impact on City Park
   - costs less
   - more compatible with existing highway
   - would encourage use of mass transit

   Oppose: - not consistent with regional transportation plan
   - unacceptable congestion

3. Four-Lane Alternative

   Support: - would handle traffic adequately
   - fits the City's street system
   - safer

Oppose: - not consistent with City Park and neighborhoods (too large for the "small city" atmosphere.
- dangerous because of stopped left-turn vehicles to McVey.
- highway south of bridge is only two lanes

4. Four-Lane Bridge with Two Lanes Striped

Support: - would handle immediate traffic needs
- adaptable to expansion to four lanes when needed
- serves best interest of community

Oppose: - doesn't adequately handle long range traffic needs without changes

5. Four Lanes With Left Turn Refuge (5-Lane Alternative)

Support: - waste of money to commit funds to anything smaller
- automobile and pedestrian safety would be increased
- rely on recommendations from CAC and ODOT

Oppose: - not consistent with character of area (too large)
- leads into only two lane roadway to the south

Major Issues

From the verbal and written comments received, major issues and areas of concern were identified. Following is a summary of these issues and ODOT's responses. The major issues and concerns fell into five basic topic areas: 1) bridge width 2) signalization at the McVey intersection, 3) new access to the park at McVey intersection, 4) pedestrian/bicycle circulation and 5) treatment of left turns at Laurel, Hughes, and McVey.

1. Bridge Width

A. Comment: The bridge should only be widened to have a roadway approximately 30 feet wide (two lanes). Others said that the bridge should be widened to 4 or 5 lanes.

Response: Studies show that traffic volumes would probably exceed the capacity of such a 2-lane bridge within a year of its completion (1982). It would not be economically prudent to construct such a costly project with such a short useful lifetime.

ODOT recommended that the 5-Lane Alternative be constructed, but the City, through its election process, requested the 4-Lane Alternative, ODOT is therefore proceeding with the 4-Lane Alternative, with some modifications recommended during project development (see project description).

B. Comment: Decreasing availability and increasing costs of fuel may cause more people to turn to mass transit, reducing the need for a wider bridge.

Response: While this may prove to be correct in the longer term, we can only speculate as to exactly when, if, and how this may happen. It is also beyond the scope of this project-level study to make an independent decision about the regional impacts of, and responses to, the impending energy crisis. Regional, state, and federal attempts to respond to this problem have continually faltered -- partly because of a lack of

restraint at the grassroots level. As long as people have huge disposable incomes which they choose to spend on gasoline and oversized cars, it appears that they will continue to do so until fuel becomes unavailable. (Note: these comment responses were written in May 1979 and reflect outlooks of that time.)

We do know that since the 1974 oil embargo was lifted, the annual percentage increase in Tri-Met ridership has been significantly less than that for total traffic. Unless things change drastically (which they may), a minimum of four lanes are likely to be needed on Oswego Creek Bridge to carry everyone safely and conveniently to the next fuel shortage they are helping to create.

C. Comment: The structural width of the bridge project could be reduced by suspending the sidewalks beneath the main deck.

Response: This would create difficulties and inconveniences for sidewalk users and would not be visible to law enforcement personnel.

D. Comment: There were comments both for and against viewing platforms on the bridge.

Response: One viewing platform 18 feet long and 4 feet wide will be placed on the east side of the bridge. None will be placed on the west side, since an effort is being made to preserve the original appearance of that side for historic preservation purposes. The added cost is approximately $5,300.

E. Comment: Every effort should be made to minimize the width of the structure, while serving the traffic and pedestrian needs adequately.

Response: The width of the proposed sidewalk on the east side is reduced from the original 8 feet to 6 feet, reducing the total bridge width by 2 feet.

2. McVey/State Street Signal

A. Comment: Several citizens questioned the need to include the complete traffic signal installation as part of the project. They felt only the underground wiring for the signal should be installed at this time. Completion and activation of the signal, they feel, should occur when traffic conditions at the intersection warrant such action.

Response: While stage construction of the signal is a possibility, it must be remembered that this bridge widening project is expected to be complete in 1982. By 1982 ODOT traffic projections indicate conflicting traffic movements will total 1300-1400 during the peak hour and require activation of a signal. Hence, another project would need to be developed within a year of completion of the bridge improvements to install the signal.

An ODOT analysis of this intersection shows that it already meets two of three warrants to justify installation of a traffic signal. The two warrants which are met are traffic

volumes and interruption of traffic flow. The intersection does not exceed the accident rate criteria. But if the signal is not installed by 1982, McVey northbound traffic will find it very difficult to enter State Street traffic. This will lead drivers into taking unnecessary chances and probably cause the accident rate to increase. ODOT will retain the traffic signal as part of the project.

3. New Park Access Road

A. Comment: A new park access at the McVey intersection would create traffic safety problems. Several felt that the A & W Drive-In and adjacent service station property should be purchased for park visitor parking. This, they felt, would allow closure of the existing, uncontrolled park access and eliminate the need for the proposed entrance.

Response: The proposed park entrance was included in the project at the request of the Lake Oswego city staff. It is an optional feature. Since the park would not be a generator of heavy peak hour trips it is not expected to have a significant affect on traffic handling at the intersection.

Traffic projections show a daily traffic volume of 200 for the park access road in 1995. Only park users coming from

McVey or from the south on State Street will be allowed to enter at this location. Those exiting the park will only be permitted to turn north of State. With these access limitations, ODOT supports the city's request and will construct the access.

B. Comment: Some said the additional property for parking should be obtained in exchange for park property required to widen the bridge.

Response: Federal requirements would not permit purchase of additional parking as park replacement property, since the land must be of similar type and use to that which is taken by the bridge project.

4. Pedestrian/Bicycle Path Extension

Comment: There was overwhelming support for extending the easterly pedestrian/bicycle path up the hill to meet the existing bikeway at Laurel Street. An additional 700 feet of path will be needed from the southerly end of the Oswego Creek Bridge project to complete the connection. There is considerable concern for pedestrian/bicyclist safety along Highway 43 if the path is not extended.

Response: The City successfully requested additional funding to extend the sidewalk to Laurel Street and also declassified it as a proposed bikeway. A bikeway will be constructed through

George Rogers Park as a separate project.

ODOT is including the sidewalk extension in the project and will construct it on a small partial viaduct, separated from the roadway by a concrete shoulder barrier. The additional cost is estimated to be approximately $200,000.

5. Treatment of Left-Turns

Comments: Several commented that the left turn from State Street to McVey should be handled at other intersections such as Hughes and Laurel Streets. They feel this would lessen the traffic conflicts at McVey and that a four-lane bridge would be the widest necessary since no left turn refuge would be required at McVey.

Response: This scheme would not be consistent with Lake Oswego's transportation plan which encourages the development of ways to draw through traffic off neighborhood streets and towards arterials such as McVey.

Shifting left turn moves to Hughes Avenues would require construction of a left turn refuge at that location. Length of the refuge, including tapers would be about 300 feet, which would make it necessary to widen further into the park or cut into the rock bluff.

ODOT is not in favor of advancing a design that likely will increase traffic volumes on neighborhood streets. Since McVey is designated as a loop arterial, it is ODOT's position that left turn moves should continue at that location.

6. Historic Preservation of Existing Bridge

Comment: The State Historic Preservation office requested that the original proposed design be modified to preserve the entire west elevation of the existing bridge by eliminating the cantilevered sidewalk design on that side. (Appendix A).

Response: The project has been redesigned to preserve the west elevation by placing the sidewalk on the inner side of the existing rail. The rail will be repaired as part of the project. An existing 12-inch sewer line will remain attached to the west face of the bridge since the City does not wish to move it to a less conspicuous location.

7. Federal Highway Funding and Project Alternatives

Comment: One individual carried on a voluminous correspondence with ODOT concerning many aspects of the project, including those above. A remaining question raised in that correspondence with the allegation that ODOT was "[being allowed by the federal DOT] to prevent local consideration of potentially reasonable and prudent alternatives by threat-

ening to block federal funds for any bridge under four lanes."

Response: The Federal Highway Administration Division Administrator replied with the following letter (Pg.89).

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

NOTED
H. S. COULTER

August 24, 1978

IN REPLY REFER TO
HDA-OR/INQ-788

MA PDM PLE TSE SPC
ODOT - METRO

AUG 30 1978

Dear ——

AM PPS FILE T/A

Your August 18 letter asked if the Federal Highway Administration would allow the Oregon Department of Transportation to block Federal funds for any bridge under four lanes. A 3-lane alternative (which was studied - see page 43 of the draft negative declaration) would only improve the left-turn opportunities and would not improve the total capacity of the intersection. Further, it would lead to unacceptable traffic conditions similar to those predicted under the "no-build" alternative. A 2-lane structure and approach, which you apparently favor, would compound this inadequacy.

Section 109(a) of Title 23, U. S. Code, states:

> "(a) The Secretary shall not approve plans and specifications for proposed projects on any Federal-aid system if they fail to provide for a facility (1) that will adequately meet the existing and probable future traffic needs and conditions in a manner conducive to safety, durability, and economy of maintenance; (2) that will be designed and constructed in accordance with standards best suited to accomplish the foregoing objectives and to conform to the particular needs of each locality."

Based on the above requirements, the stand the State has taken is considered to be appropriate.

I hope this information adequately answers your questions.

Sincerely yours,
Original Signed By
G. L. Green
Division Administrator
G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 29 '78
REFER TO
FOR
INFORMATION

BASIS FOR NEGATIVE DECLARATION

The conclusion from the above project analysis is that the proposed project constitutes a major action as defined in the Federal Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementation of the project would not have impacts on the quality of the human environment of a significance or magnitude which would require the processing of an environmental impact statement.

Concurred in by:

E J Thuntu
Technical Services Engineer
Oregon Department of Transportation

6-26-79
Date

E J Walach
for FHWA Division Administrator

2-12-80
Date

pq

APPENDIX A

Cultural Resources

Bibliography

1. U.S. Department of the Interior. National Register of Historic Places. Heritage Conservation and Recreation Service. U.S. Government Printing Office. Washington, D.C.

2. State of Oregon. Fourth Biennial Report of the Oregon State Highway Commission, Covering the Period December 1st, 1918 to November 30th, 1920.

3. Elizabeth Shellin Atly. C. B. McCullough and The Oregon Coastal Bridges Project. Unpublished Research for Architecture 430, American Utilitarian Architecture, June 3, 1977.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

March 27, 1978

Mr. Pieter T. Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

This is in response to your request for comment on the proposed federally-funded Oswego Creek Bridge improvement project.

After careful review of the proposal, we feel that the Oregon Iron Company Furnace in nearby George Rogers Park which is listed in the National Register of Historic Places would not be adversely affected by the widening of Oswego Creek Bridge.

However, we consider the bridge itself to be eligible for inclusion in the National Register of Historic Places because it is a choice example of the several early reinforced concrete arch spans designed with particular attention to esthetic detail under State Highway Bridge Engineer C.B. McCullough in the 1919-1920 biennium.

Therefore, we strongly recommend a modification in the pedestrian walkway to allow the entire west elevation of the bridge to remain intact. The impact of the proposed project would be satisfactorily mitigated, in our opinion, if one elevation remains wholly unaltered so that, from at least one perspective, the structure's engineering and architectural qualities may be appreciated without obstruction. We appreciate the efforts made thus far to locate the adjoining structure appropriately and to use compatible design features. We request that the State Historic Preservation Office be given an opportunity to participate in the final design phase of the project. Depending upon the alternative selected and the extent of new construction, an archeological reconnaissance survey may be required. We will be available for comment on any recommended salvage or mitigation procedures.

Thank you for this opportunity to comment.

Sincerely,

David Powers

D.W. Powers III
Historic Preservation Coordinator

EWP:ko

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

August 17, 1979

Mr. Pieter T. Dykman
Research Coordinator
Environmental Section
412 ODOT Building
Salem, Oregon 97310

Dear Mr. Dykman:

We have been asked to comment on the Finding of Effect and Preliminary Case Report concerning proposed widening of and certain other improvements to the Oswego Creek Bridge, Lake Oswego, Clackamas County, Oregon.

Applying the "criteria of effect and adverse effect" set forth in the Regulations for Protection of Historic and Cultural Properties (36 CFR Part 800), we concur with the finding of "adverse effect" upon a property eligible for inclusion in the National Register of Historic Places.

As both Finding of Effect and Preliminary Case Report demonstrate, the Oswego Creek Bridge (formerly known as Sucker Creek Bridge) is one of the choice examples of several reinforced concrete arch bridges built by the Oregon State Highway Commission in the 1919-1920 biennium. It was designed under the supervision of Bridge Engineer Conde B. McCullough with characteristic attention to esthetic detail.

We agree that, of the alternatives considered, the selected four-lane alternative is preferrable. It uses the existing bridge alignment and proposes an adjoining concrete beam construction on the east side of the existing structure.

As we understand it, the following are measures proposed for mitigation.

1. A photo-record of the Oswego Creek Bridge has been presented to the State Historic Preservation Office to document existing condition.

2. An archeological reconnaissance survey will be carried out if required by new construction, and any recommended salvage or other mitigation measures will be completed prior to commencement of construction activities.

Mr. Pieter T. Dykman August 17, 1979

3. Final design plans call for the preservation of the west elevation of the existing structure so that the structure's engineering and architectural qualities may be appreciated without obstruction from at least one perspective. We note that the non-historic plank walkway which has been cantilevered outside the west railing will be removed, and the existing railing will be retained.

We believe that the effectiveness of the mitigation measure described above would be enhanced if it proves feasible to relocate utilities presently suspended across the west face of the bridge to a less conspicuous position.

4. The State Historic Preservation Office will be consulted in the final design process for structural additions.

If the proposed measures for mitigating impact of the preferred alternative are carried out, in our view the "adverse effect" of the undertaking would be satisfactorily mitigated.

As always, we appreciate the opportunity to offer these comments.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

DGT:EWP:ep

cc: David Powers
Leland Gilsen

Finding of Effect and Preliminary Case Report
Oswego Creek Bridge, Clackamas County, Oregon

FINDING OF EFFECT

Introduction

This statement of finding discusses the effects of the Oswego Bridge Project on a property which is eligible for inclusion in the National Register of Historic Places and which is located in the project impact zone. Included in the statement is a description of the project and its purpose, identification of the historic structure involved and a description of other alternatives considered.

This document and the attached Preliminary Case Report are hereby submitted to the Executive Director of the National Advisory Council on Historic Preservation, pursuant to review under 36 CFR 800.6.

It is the finding of the Federal Highway Administration (FHWA), concurred in by the Oregon Department of Transportation (ODOT) and the State Historic Preservation Office (SHPO), that the proposed project does have an adverse effect on a National Register eligible property. The above-named agencies also agree that no prudent and feasible alternative exists, that the project is in the public interest and that the recommended measures for minimization of harm and mitigation to the historic structure fulfill the requirements of the applicable laws and implementing regulations.

This statement of finding and historic review is made under the requirements of the National Historic Preservation Act of 1966 (36 CFR 800.4, "Agency Procedures"), Executive Order 11593, the National Environmental Policy Act and the Federal Highway Administration Program Manual 7-7-2.

Proposed Project

Description of Project

The proposed project is located on the Oswego Highway (ORE 43), a principal north-south State Urban System Highway connecting Portland with Oregon City via the west side of the Willamette River. The existing bridge site is just south of the Lake Oswego central business district, spanning Oswego Creek several blocks west of its confluence with the Willamette River.

The highway is presently four lanes wide through the business district and drops to two lanes at the McVey Avenue Intersection, just north of the bridge. The proposed project would widen the existing two-lane structure to four lanes, construct sidewalks on either side, facilitate traffic movement at both the McVey Avenue Intersection to the south and provide access to George Rogers City Park at the north end of the bridge.

The alternative selected for project construction consists of a precast concrete beam structure added to the east side of the existing bridge. Concrete shoulder barriers will be installed to separate travel lanes from the two sidewalks. The added bridge support columns will be eastward extensions of the existing understructure. The total roadway width will be 54 feet, and the total structural width will be 71 feet, an increase of 46 feet to the existing total width.

Additional information on the proposed project is contained in the attached draft of the Final Negative Declaration and Section 4(f) statement.

Purpose of the Project

Transporation circulation through the City of Lake Oswego has become congested, largely because of conflicts between local traffic patterns and commuter traffic in the Portland metropolitan area. The existing two-lane Oswego Creek Bridge does not have the capacity for handling today's peak traffic volumes and allows virtually no margin of safety for large vehicles meeting on the bridge. The structure and the associated McVey Avenue Intersection are a bottleneck in this section of the highway, a condition which may worsen with the projected increase in traffic volumes.

The proposed project will also provide adequate capacity for signalized traffic control at the McVey Avenue Intersection, allowing more opportunities for turning movements. Signalization, however, reduces traffic capacity per lane, requiring an increased number of lanes to accomodate the same amount of traffic. These lanes must extend onto the bridge in order to function properly, which, in turn requires widening of the structure.

Future urban development may also necessitate greater capacity on the highway section south of the bridge. Widening of this section would be feasible only if the bridge could accomodate additional lanes.

Please reference Draft Negative Declaration for further information.

Alternatives Considered

The No-Build and three Build Alternatives were identified and analyzed in the Draft Negative Declaration. All project study alternatives physically incorporate the existing bridge, which is considered structurally sound.

Principal differences in the alternatives are in the proposed width of the roadway on the bridge. The No-Build Alternative was rejected due to insufficient width to carry present or future traffic volumes without considerable congestion and hazard during peak hours. In addition, the required signalization of the McVey Avenue Intersection would be ineffective without increased bridge capacity.

Several build alternatives were considered, in addition to the selected four-lane proposal: a three-lane structure on 44-foot roadway with one southbound and two northbound lanes, a five-lane on 64-foot roadway with four lanes plus separate northbound left turn lane, and a wider structure duplicating the existing bridge. The three-lane proposal was not viewed as an alternative which would adequately serve projected transportation needs.

The five-lane alternative would have provided greater signalized capacity and less peak hour congestion, but required widening the structure to 81 feet. Due to the higher cost, additional right-of-way to be acquired from George Rogers City Park and lack of public support, this alternative was rejected.

Another build alternative would entail either replacing the entire structure with a wider duplication or widening the existing bridge by the placement of an identical series of arches adjacent to the present structure. This alternative was rejected for the following reasons: the cost of the project would be more than doubled and such funds are unavailable; the project might not be feasible either economically or from an engineering perspective; such construction activities would be far more disruptive to the park itself and the modern duplication would conflict with the lines, style, and visual profile of the existing arches.

Following publication of the Draft Negative Declaration, a public hearing, City Council actions and a public election, the Lake Oswego City Council adopted the four-lane alternative for construction.

Identification and Description of the Historic Resource

Through field survey, research of literature and contact with the State Historic Preservation Office, the Oswego Creek Bridge was identified as a significant historic property. In consultation with the SHPO, National Register criteria were applied, resulting in a determination of eligibility for inclusion

in the National Register of Historic Places.

The Oswego Creek Bridge, formerly known as Sucker Creek Bridge, was one of seven reinforced concrete arch bridges built in the 1919-1920 biennium, under the supervision of Conde Balcom McCullough, Bridge Engineer for the State of Oregon from 1919 to 1946. McCullough's designs and use of reinforced concrete were considered far in advance of existing technology, and have proved worthy of the acclaim, both in appearance and in duration of sound structural condition. (See attached photographs).

In the Fourth Biennial Report of the Oregon State Highway Commission, covering the period from December 1, 1918 to November 30, 1920, the following statements appear:

> "Probably the finest examples of concrete structures erected during the past two years are the Rock Point Bridge near Gold Hill in Jackson County, and the Sucker Creek Bridge near Oswego in Clackamas County."
>
> "One of the most important bridge projects undertaken by the Commission was the construction of a concrete arch on the Pacific Highway over Sucker Creek, just below the point where it leaves Oswego Lake, near the town of Oswego."
>
> "The bridge consists of a main arch of 128 feet with two spans of 36 feet each at one end and two 36 and two 32 foot spans at the other. It is designed for a load of two 20-ton trucks side by side and has a roadway width of 20 feet. In view of the prominence of the structure on the State Highway system, it was thought appropriate that some effort be made toward pleasing appearance. Accordingly, the design was made rather pretentious and a striking contrast was obtained by the use of two brands of cement of widely differing color. The result is a very pleasing effect which has already been the subject of much favorable comment."

The Oswego Creek Bridge has been determined to be in sound structural condition capable of many more years in service as a transporation facility.

Evaluation of Effects

Both the criteria of effect and the criteria of adverse effect have been applied to this historic resource.

Criteria of Effect

An application and evaluation of the "Criteria of Effect", (36 CFR 800.3) to this project by FHWA, ODOT, and the SHPO determined that:

1. The Oswego Creek Bridge Project is a Federally assisted undertaking coming under the jurisdiction of 36 CFR 800.

2. The project effects an area which includes an historic resource.
3. An application of the National Register criteria (36 CFR 800.10) and consultation with the SHPO identified within the impact zone an historic property which is eligible for inclusion in the National Register.
4. The project directly affects the historic property through the taking of a portion of the structure and the site on which it is located. The project also effects the architecture, period style, workmanship and feeling of the original bridge and has a potential effect on its National Register eligibility.
5. The project affects the historic resource by directly changing the setting of the property.
6. The changes which effect the setting are:
   a. Alteration of land form and vegetation adjacent to the eastern elevation of the structure,
   b. Conversion from park use to transportation facility in the area east of the existing bridge, and
   c. Changes in the appearance of the structure as viewed from nearby roadways and park trails.

It is therefore concluded that effects of the project on an historic property eligible for inclusion in the National Register exist and that it is necessary to apply the "Criteria of Adverse Effect" set forth in 36 CFR 800.3.

Criteria of Adverse Effect

The criteria of adverse effect have been applied by FHWA and ODOT in consultation with the SHPO to the National Register eligible property in the project impact zone, and are evaluated as follows:

1. Destruction or alteration of all or part of a property. The existing railing on the east side of the structure will be removed in addition to a portion of the deck overhang. Final design modifications are not expected to substantially alter the understructure of the bridge, although these features will be obscurred by the proposed construction on this elevation.

   The only alteration to the western elevation is removal of the three foot plank walkway cantilevered outside the railing. This feature, however, was not included in the original construction, nor is it regarded as an integral part of the historic resource. The removal of the sidewalk is considered a beneficial impact in that it restores the original appearance.

Removal of a portion of the original structure to the east and the addition of a modern bridge on the eastern elevation may prevent the nomination of the structure to the National Register.

2. Isolation from or alteration of the property's surrounding environment. Isolation will not occur as a result of project construction. The adjacent land east of the existing bridge will be altered by installation of supporting piers and by the deck overhang of the structural addition.

3. Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting. The City of Lake Oswego is classified as a non-attainment area in the Portland Interstate Air Quality Control Region. However, air quality analysis of construction impacts predicts no increase in total emissions over that of the No-Build. (Reference Air Quality section of Final Negative Declaration).

   Existing noise levels in the area of the bridge are currently in excess of Federal design standards. Although predictions show an increase in the future, the difference between the Build and No-Build alternatives would not be discernible. Users of the park trail beneath the bridge will probably not be aware of increased traffic noise since the falling waters of Oswego Creek tend to mask the sound. (See Noise Section of Final Negative Declaration).

   Visually, the proposed project will alter the pastoral setting of the highway, although it will be safer for motorists to observe and enjoy the view remaining. Concrete shoulder barriers will obstruct motorists' view of the creek and ravine.

   For users of the Oswego Creek trail, the widened bridge and partial viaduct will be more visually dominant than the existing bridge at those locations where trees do not hide the view, as is the case from some viewpoints in the park. The new structure will have the appearance of a "roof" over the creek, and concrete beams will obscure the upper, secondary arches on the east side. The view of the west elevation will remain undisturbed. (See Visual Environment Section of Final Negative Declaration and attached photos).

4. Neglect of a property resulting in its deterioration or destruction will not occur. Upon completion of the project, the bridge will be well maintained and in continuous use.

5. Transfer or sale of a property without adequate conditions or restrictions regarding preservation, maintenance, or use does not apply. Ownership of this property will not change.

The foregoing analysis of effects and coordination with ODOT and SHPO have, therefore, resulted in a determination by FHWA that the project adversely effects a National Register eligible property. Therefore, pursuant to Sections 800.4 and 800.13, attached to this statement of finding is a Preliminary Case Report, which includes measures for minimization of adverse effects, a discussion of alternatives and a record of public participation and coordination with other agencies and organizations.

PRELIMINARY CASE REPORT

Introduction

This Preliminary Case Report, in conjunction with a preliminary draft of the Final Negative Declaration and Finding of Effect statement, is hereby submitted to the Executive Director of the Advisory Council on Historic Preservation with a request for comments pursuant to Section 800.6.

1. Description of agency's involvement with the proposed undertaking.

The Oswego Creek Bridge Project is advanced by administrative action of the Oregon Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA), under the authority of 42 U.S.C. 4332(2)(c) and 23 U.S.C. 128 (a) and 138. The Oswego Creek Bridge is included in the Federal Aid Highway System under ownership of ODOT and is eligible for Federal bridge replacement funding.

Agency procedures involving cultural resources are in compliance with the legal requirements and implementing regulations set forth in the National Environmental Policy Act, the National Historic Preservation Act of 1966, Executive Order 11593 and the Federal Highway Administration Program Manual 7-7-2.

2-3. Status of the project in the agency's approval process and in the National Environmental Policy Act compliance procedures.

The Draft Negative Declaration for the proposed project was approved by FHWA and released for public review and comment in April 1978. (Comments were received from other agencies under A-95 review in the earlier preliminary planning phase of project development).

A public hearing was held in May 1978, and the selected alternative was adopted by Lake Oswego City Council resolution in December 1978. A preliminary draft of the Final Negative Declaration (attached) was completed in June 1979.

At the present time, FHWA approval of the Final Negative Declaration and final design is awaiting completion and approval of the Section 106 documents.

4. A description of the proposed project is contained in the Finding of Effect statement, and further details and mapping are available in the preliminary draft of the Final Negative Declaration. Photographic coverage is provided in the enclosed envelope.

5. A description of the National Register eligible property and its significance is contained in the Finding of Effect statement.

6. The Criteria of Adverse Effect (Sec. 800.3) applies to the proposed project because a portion of the National Register eligible property will be removed, and the site on which it is located will be altered. This action will affect the architecture, period style, workmanship and feeling of the property, and has a potential effect on its National Register eligibility. Further details can be found in the Finding of Effect.

7. A written view of the project and its effect on the property by the State Historic Preservation Office is supplied in the Appendix A-2 of the Final Negative Declaration draft document and attached again hereto.

8. Views of other agencies, groups and individuals are provided in the preliminary draft of the Final Negative Declaration in the "Summary of Comments and Responses" (page 78) and in "Public Participation and Coordination with Other Agencies" (page 75).

9-10. Description and analysis of alternatives. The Oswego Creek Bridge is the means by which the Oswego Highway (ORE 43), a major north-south arterial, crosses the 60-foot ravine formed by Oswego Creek. Except for the existing highway right-of-way, George Rogers Park, owned by the City of Lake Oswego, extends completely across the highway corridor. Any expansion of the highway within this natural corridor requires acquisition of park property. No alternative highway corridor is available because of terrain, existing park and build-up.

The proposed project would widen the existing two-lane bridge eastward to provide four lanes, signalize the intersection at McVey Avenue and Oswego Highway (State Street), provide a signal-controlled access to George Rogers Park at the McVey Avenue intersection and construct a sidewalk from the bridge southward to Laurel Street.

The draft negative declaration analyzed four project alternatives: The No-Build, 3-Lane, 4-Lane, and 5-Lane bridge designs. Traffic analysis of these alternatives indicated that only the 4-Lane and 5-Lane alternatives would provide acceptable levels of service beyond the year 1995. Both the No-Build and the 3-Lane Alternative would operate at peak hour traffic volumes which would exceed the design capacities (level of service D) before 1979. This assumes that present trends in traffic volumes and vehicular occupancy would continue through

1995. Investigation of the use of increased mass transportation (bus service) as a substitute for widening to 4 or 5 lanes revealed that the required increase in bus service would far exceed the funding expected to be available for expanded transit. Bus ridership would also have to increase much more than can reasonably be expected under present conditions.

Title 23, USC, Section 138, requires that federally funded highway projects must avoid taking publicly owned parkland if a feasible and prudent alternative is available, or if such alternative is not available, that steps will be taken to minimize harm to the parkland.

Use of the existing bridge alignment minimizes the adverse impacts of the proposed project on George Rogers Park, as required under Title 23, USC, Section 138. Since no other route or corridor which would avoid the park is available, and since the No-Build and the 3-Lane alternatives are predicted to operate at unacceptable levels of service and safety, ODOT concludes that the 4-Lane and 5-Lane alternatives are the only feasible and prudent alternatives for this project. Therefore, the 4-Lane Alternative has been selected, since it minimizes impacts on the park property while maintaining a functional future for the bridge. Alternative bridge locations would seriously damage the park, require large amounts of right-of-way, impose many other significant socioeconomic and ecological impacts and in the end would be prohibitively expensive to build.

11. The estimated cost of the selected project alternative for this project is $2.7 million, of which 88 percent is the Federal share and 12 percent the non-Federal.

Record of Mitigation and Coordination

Mitigation

In response to public interest and after consultation with the SHPO, recommended mitigation measures were developed and approved. Final design plans have incorporated preservation of the western elevation of the structure, which includes retention of the existing railing and removal of the plank sidewalk. Since all widening will be on the east side of the bridge, the arched span will continue to be visible to viewers and motorists located west of the structure.

In response to an additional request from the SHPO office, the utilities suspended across the west face of the bridge will be removed, as part of the project, to a less conspicuous position in the new construction. This would partially compensate for historic values which will be lost when the project is constructed.

While the 12-inch sewer line, 4-inch gas line and telephone conduit have had a long tenure in the conspicuous position they now occupy, it is clear that they are not consistent with the intended character of the bridge design. They also detract from the visual appeal and historic value of the structure. (See attached photos).

The concrete beam construction chosen for final design will be less of an encroachment on the architectural integrity of the bridge and is, therefore, preferable to other forms of modern construction. Textured and architectural treatments of such features as handrails, colors, and wall surfaces will be used where practical to cosmetically improve the relationship between the old and new structures and their environment.

Complete photo coverage of the existing bridge was provided for the historic records of the SHPO as per their request. The SHPO will be consulted in the process of finalizing design and architectural treatments for the structural additions.

Construction of the proposed project may jeopardize the National Register eligibility of the Oswego Creek Bridge. Preservation of the original appearance of the western elevation, however, and retention of the structure on the initial site are mitigating factors to be weighed in evaluating the property for National Register consideration.

Coordination

The SHPO was contacted for a determination on the eligibility of the Oswego Creek Bridge for National Register nomination and relevant historic information regarding the property. Personnel in that office were consulted during preparation of the documents required by Section 106. A SHPO letter of comment on the proposed project is included in the attached Final Negative Declaration, and additional views were documented as a requirement of the Preliminary Case Report. (See attachment).

The Oswego Creek Bridge project has been closely coordinated with the regional office of the Heritage Conservation and Recreation Service (HCRS). That office has agreed that there is no feasible and prudent alternative to the proposed widening of the two-lane bridge to four lanes, and that ODOT has made adequate plans to minimize unavoidable adverse effects on the parkland. The coordination effort is described in detail in the Negative Declaration and 4(f) statement.

A technical advisory committee and a citizens' advisory committee were involved in development of the project, and informational meetings and hearings were conducted to obtain public input and reaction to the proposal. (See Public Participation and Coordination with Other Agencies and Summary of Comments and

Responses sections of Final Negative Declaration). A city election was held in November 1978, resulting in a choice of the 4-Lane alternative for project construction.

In compliance with the National Historic Preservation Act (Section 106), Executive Order 11593, and Title 36, Section 800 of the Code of Federal Regulations, FHWA, ODOT, and the SHPO reached agreement on the significance and the determination of adverse effect on the Oswego Creek Bridge.

Through consultation among these agencies, a preliminary case report and required records and documentation were compiled and are attached herewith. The above-named agencies are available for further consultation regarding any aspects of the proposed project which require further documentation in order to establish a Memorandum of Agreement, pursuant to Section 800.6.

Advisory Council On Historic Preservation

1522 K Street N.W.
Washington D.C.
20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the Oregon Department of Transportation with improvements to State Highway 43 which include widening of the Oswego Creek Bridge; and,

WHEREAS, the FHWA, in consultation with the Oregon State Historic Preservation Officer (SHPO), has determined that this undertaking as proposed would have an adverse effect upon the Oswego Creek Bridge, a property eligible for the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320) and Section 800.4(d) of the regulations of the Advisory Council on Historic Preservation (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), the FHWA has requested the comments of the Council; and,

WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, the FHWA and the SHPO have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect;

NOW, THEREFORE, it is mutually agreed that there are no feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effects of this undertaking and that it is in the public interest to proceed with the undertaking. The undertaking may proceed in accordance with the following stipulations:

STIPULATIONS

1. Prior to alteration of the Oswego Creek Bridge the FHWA will record the Bridge so that there will be a permanent record of its existence. The FHWA will first contact the

Historic American Engineering Record (HAER) at the Heritage Conservation and Recreation Service, Department of the Interior, Washington, D.C. 20243, to determine the level of documentation required. All documentation must be accepted by HAER prior to alteration of the structure.

2. The utility lines on the west side of the bridge will be relocated to a less conspicuous location and incorporated in the new construction.

3. The plank sidewalk which has been added to the west facade of the bridge will be removed.

4. The new structure will be of concrete beam construction designed to be compatible with the remaining portions of the Oswego Creek Bridge.

5. Textured and architectural treatments of such features as handrails, colors, and wall surfaces will be used where practical to cosmetically improve the relationship between the old and new structures and their environment.

6. The western facade of the Oswego Creek Bridge will be preserved once the intrusive sidewalk and utilities are removed.

7. Failure to carry out the terms of this Agreement requires that the FHWA again request the Council's comments in accordance with 36 CFR Part 800. If the FHWA cannot carry out the terms of the Agreement, it shall not take or sanction any action or make any irreversible commitment that would result in an adverse effect with respect to National Register or eligible properties covered by the Agreement or would foreclose the Council's consideration of modifications or alternatives to the widening of the bridge that could avoid or mitigate the adverse effect until the commenting process has been completed.

8. If any of the signatories to this Agreement determine that the terms of the Agreement cannot be met or believes a change is necessary, that signatory shall immediately request the consulting parties to consider an amendment or addendum to the Agreement. Such an amendment or addendum shall be executed in the same manner as the original Agreement.

9. Within 90 days after carrying out the terms of the Agreement, FHWA shall provide a written report to all signatories to the Agreement on the actions taken to fulfill the terms of the Agreement.

Robert M. Utley 12/3/79 (date)
Robert M. Utley
Deputy Executive Director
Advisory Council on Historic Preservation

12/10/79 (date)
Federal Highway Administration

12-11-79 (date)
Oregon State Historic Preservation Officer

D. W. POWERS
SHPO DESIGNEE

12/31/79 (date)
Chairman
Advisory Council on Historic Preservation

APPENDIX B

OSWEGO CREEK BRIDGE PROJECT

Air Quality - Traffic Analysis

A. Traffic Volume Assumptions

1. Average Daily Traffic

The build alternative accommodates forecast traffic volumes resulting from currently projected land use in the project area. The No Build alternative assumes that either projected land use goals cannot be realized in the study area, or that trips resulting from such find alternative routes. The assumption that projected development does not occur under the No Build alternative would lead to the assumption that other areas within the region would be faced with increased pressures for such development and that related vehicle trips would still occur. These trips, however, could not be assigned to specific routes without a re-evaluation of regional land use.

2. Peak Hour Volumes

Vehicle trips made during the peak hour have been calculated as a constant percent of total daily traffic up to a maximum of the highway section capacity. The peak hour percent was derived from existing traffic count data within the study area.

3. 8-Hour Average Volumes

As in the case of peak hour volumes, the average hourly volume of the peak eight-hour period was calculated as a constant percent of the average daily

traffic as based on existing data. In all cases, the average hourly volume during this period was less than the hourly capacity of the highway section. As a direct result of the use of a constant eight-hour percent it is recognized that trips unable to be accommodated during the peak one hour still occur during the peak eight-hour period.

B. Travel Speed Assumptions

1. Peak Hour Speeds

Existing peak hour speeds are based on field studies. Peak hour speeds in future years are based on volume-capacity relationships. For the purpose of comparing alternatives, peak hour speeds are shown in one mile per hour increments.

2. 8-Hour Average and Daily Average Speeds

Under most conditions, the average eight-hour speed approaches that of the daily speed. Average daily speeds are normally within five mph of the posted legal speed for the highway section. An exception to this occurs when traffic volumes are at capacity for one or more hours. The longer the period of congestion, the greater the effect on average daily speeds. For periods longer than one hour, a great deal of variance in travel speeds with respect to the "average speed" can be noted. Because of this fact, average speeds for the eight-hour and daily time periods are expressed to the nearest five mph.

C. Comments on Air Quality Analysis

Probably the most significant finding in the air quality assessment of the Oswego Creek Bridge Project is the reduction in total carbon monoxide emissions. For those highway sections studied, the Build alternate in 1981 showed 16 percent

less carbon monoxide emissions than the No Build alternative in that year and 27 percent less than the existing condition. In that the No Build alternative does not accommodate predicted land use, it would be proper to assume that additional carbon monoxide emissions would also occur elsewhere in the region. The rather significant reduction in total carbon monoxide emissions does not appear to support the conclusion that the project may delay the attainment or interfere with the maintenance of air quality standards. The air quality report acknowledges the lack of existing violations of standards and further states that the project would not exacerbate any existing violations. Contrary to this, the report also states that a strong possibility exists that violations will occur in the future. This conclusion is based on computer predicted concentrations as adjusted by the calibration equation. Data in the Calibration Summary of the Air Quality Report show measured eight-hour average concentrations of 7.5 and 8.4 mg/m^3. The computer predicted equivalents of these values are 5.2 and 2.9 mg/m^3 prior to calibration and 12.5 and 10.6 mg/m^3 after. (The calibration process includes the addition of carbon monoxide background levels). Based on these values, there exists an even stronger possibility of existing violations than future violations, comparing to the 10 mg/m^3 standard.

It should be noted that the Department of Environmental Quality relates background carbon monoxide levels to projected total emissions. The calibration equation used in the Oswego Creek Bridge Air Quality Study does not adjust for what might be decreasing background levels. (Other recent ODOT reports have included such reductions in background concentrations.) Also of note

is the lack of consideration for vehicle inspection/maintenance programs currently in effect. (Again, other ODOT reports have considered such possible reductions.)

D. Conclusions

There is reason to believe that the re-analysis of air quality impacts alone may be sufficient to find the proposed project consistent with air quality standards. The attached revised traffic data represents a somewhat tighter analysis which may also alleviate some of the air quality concerns. There is also undoubtedly some "trade-off" in local air quality impacts -- benefits to receptors adjacent to certain highway sections may be in part countered by liabilities to other receptors.

The continuation of the proposed TSM project south to the project limits of the Oswego Creek Bridge project could also reduce, to some degree, the "trade-off" impacts. A continuous left turn lane will improve traffic operations in the highway section north of McVey Avenue such that a five mph improvement in the average eight-hour travel speed may be realized.

RW:js
4/19/79

Oswego Creek Bridge
Traffic Data for Air and Noise Analysis

	Section	Year	Average Daily Volume	Average Daily % Truck	Average Daily Spd MPH	Peak Hour Volume	Peak Hour % Truck	Peak Hour Spd MPH	Avg. Hour-Peak 8 Volume	Avg. Hour-Peak 8 % Truck	Avg. Hour-Peak 8 Spd MPH
No-Build	State Street North of McVey	1978	25,000	2.0	25	2,400	1.5	22	1,650	2.0	25
		1980	26,500	2.0	25	2,550	1.5	21	1,750	2.0	25
		1990	29,000	2.0	20	2,640	1.5	19	1,920	2.0	20
		1995	29,000	2.0	20	2,640	1.5	19	1,920	2.0	20
	McVey Avenue	1978	10,000	2.0	30	980	1.7	27	680	2.2	30
		1980	10,900	2.0	30	1,070	1.7	26	740	2.2	30
		1990	13,900	2.0	30	1,360	1.7	23	950	2.2	30
		1995	15,400	2.0	25	1,510	1.7	21	1,050	2.2	25
	Oswego Hwy. South of McVey	1978	15,000	2.2	20	1,300	1.7	10	920	2.2	20
		1980	15,800	2.2	20	1,400	1.7	8	960	2.2	15
		1990	16,000	2.2	15	1,400	1.7	8	980	2.2	15
		1995	16,000	2.2	15	1,400	1.7	8	980	2.2	15
4-Lane Alternative (selected)	State Street North of McVey	1978	25,000	2.0	25	2,400	1.5	22	1,650	2.0	25
		1980	26,500	2.0	25	2,550	1.5	21	1,750	2.0	25
		1990	30,800	2.0	20	2,950	1.5	17	2,030	2.0	20
		1995	33,000	2.0	20	3,170	1.5	15	2,180	2.0	20
	McVey Avenue	1978	10,000	2.2	30	980	1.7	27	680	2.2	30
		1980	10,900	2.2	30	1,040	1.7	26	740	2.2	30
		1990	13,900	2.2	30	1,360	1.7	23	950	2.2	30
		1995	15,400	2.2	25	1,510	1.7	21	1,050	2.2	25
	Oswego Hwy South of McVey	1978	15,000	2.2	35	1,300	1.7	35	920	2.2	35
		1980	15,800	2.2	35	1,400	1.7	29	960	2.2	35
		1990	18,600	2.2	30	1,780	1.7	26	1,130	2.2	30
		1995	20,000	2.2	30	1,920	1.7	23	1,220	2.2	30
	State Street North of McVey *	1978	25,000	2.0	25	2,400	1.5	22	1,650	2.0	25
		1980	26,500	2.0	25	2,550	1.5	22	1,750	2.0	25
		1990	30,800	2.0	25	2,950	1.5	18	2,030	2.0	25
		1995	33,000	2.0	25	3,170	1.5	17	2,180	2.0	25

*With additional TSM improvements from Leonard to Ladd Streets

APPENDIX C

LEVELS OF SERVICE ON FREEWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH

Level of Service "C" - Considered stable flow with operating speeds between 50 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds above 40 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30-35 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur)
Average travel speed above 30 MPH.

Level of Service "B" - Stable flow (delays not unreasonable)
Average travel speed 25-30 MPH.

Level of Service "C" - Stable flow (delays significant but acceptable)
Average travel speed 20-25 MPH.

Level of Service "D" - Approaching unstable flow (delays tolerable)
Average travel speed 15-20 MPH.

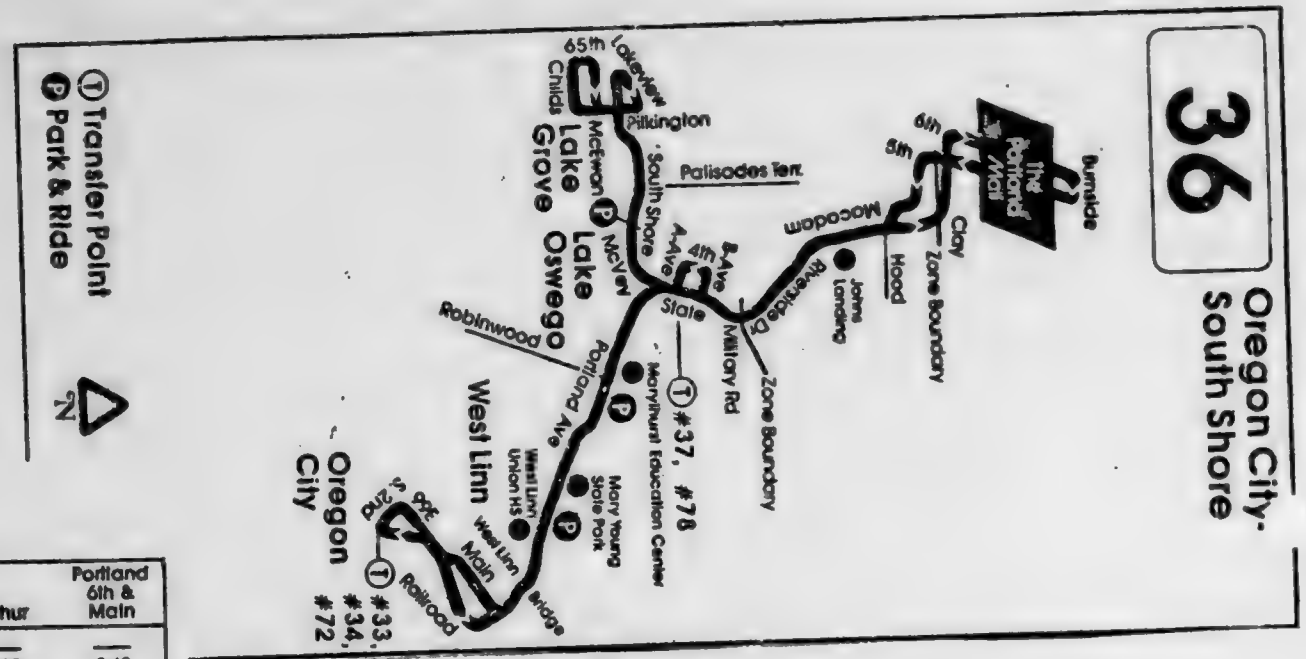
Level of Service "E" - Unstable flow (congestion, short periods of stoppages)
Average travel speed approximately 15 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go)
Average travel speed less than 15 MPH.

Average Travel Speed: The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

36 Oregon City-South Shore

Ⓣ Transfer Point
Ⓟ Park & Ride



Effective January 21, 1979

Weekday Departure Times
From Oregon City or South Shore to Portland Mall

Molalla	Canby	Ore. City 2nd & Tumwater	Marylhurst North Entrance	Lakeview & Pilkington-S	Lakeview & Pilkington-N	Palisades Park	Oswego State & "A"	Arthur	Portland 6th & Main
—	—	—	—	6:00	6:05	6:12	T6:25	—	—
—	—	6:08	6:17	—	—	—	6:25	6:38	6:42
—	—	6:40	6:49	—	—	—	7:00	7:13	7:17
6:03	6:26	6:50	6:59	—	—	—	7:10	7:23	7:27
—	—	—	—	6:55	7:00	7:07	7:20	7:33	7:37
—	—	—	—	—	—	—	7:25	7:37	7:42
6:28	6:51	7:05	7:14	—	—	—	7:35	7:48	7:52
—	—	7:15	7:24	—	—	—	7:40	7:53	7:57
—	—	—	—	7:15	7:20	7:27	E7:50	—	8:07
—	—	7:28	7:37	—	—	—	8:00	8:13	8:17
—	—	7:38	7:47	—	—	—	—	—	—
—	—	—	—	7:35	7:40	7:47	8:00	8:13	8:17
—	—	—	—	8:10	8:15	8:22	E8:35	—	8:52
—	—	8:20	8:29	—	—	—	8:37	8:50	8:54
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—	—	—	—	9:00	9:05	9:12	9:25	9:38	9:42
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—	—	—	—	12:58	1:15	1:22	1:35	1:48	1:52
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—	—	—	—	—	—	—	—	5:03	5:10
—	—	—	—	4:20	4:55	5:02	5:15	5:28	5:32
—	—	5:08	5:17	—	—	—	5:25	5:38	5:42
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—	—	—	—	5:25	5:40	5:47	6:00	6:13	6:17
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—	—	5:53	6:02	—	—	—	6:30	6:43	6:47
—	—	—	—	5:42	6:10	6:17	6:30	—	—
—	—	—	—	5:55	6:10	6:17	T6:30	—	—
—	—	—	—	—	—	—	6:40	6:53	6:57
—	—	6:23	6:32	—	—	—	T7:00	—	—
—	—	—	—	6:30	6:45	6:52	7:22	7:35	7:39
—	—	7:05	7:14	—	—	—	T7:30	—	—
—	—	—	—	7:05	7:10	7:17	—	—	—
6:35	6:58	7:12	—	—	—	—	—	—	—
—	—	7:33	7:42	—	—	—	T7:50	—	—
7:10	7:33	7:47	—	—	—	—	—	—	—
—	—	—	—	7:35	8:02	8:09	8:22	8:35	8:39
—	—	—	—	8:27	8:48	8:55	9:08	9:21	9:25
—	—	—	—	9:27	9:32	9:39	9:50	—	—
—	—	—	—	10:05	10:12	—	10:30	—	—

Light figures are A.M. Dark figures are P.M. Subject to Change Without Notice

Weekday Departure Times
From Portland Mall to Oregon City or South Shore

Portland S.W. 5th & Oak	1st & Arthur	Oswego 1st & "A"	Palisades Park	Lakeview & Pilkington-S	Lakeview & Pilkington-N	Marylhurst North Entrance	Ore. City 2nd & Tumwater	Canby	Molalla
—	—	6:25	6:33	6:40	—	—	—	—	—
—	—	O6:30	—	—	—	6:38	6:47	—	—
O6:48	6:57	7:10	—	—	—	7:18	7:27	—	—
—	—	7:15	7:23	7:30	—	—	—	—	—
7:23	7:32	7:48	7:56	8:03	—	—	—	—	—
O7:33	7:42	7:58	—	—	—	8:06	8:15	—	—
7:58	8:07	8:23	8:31	8:38	—	—	—	—	—
O8:03	8:12	8:28	—	—	—	8:36	8:45	—	—
O8:23	8:32	8:48	—	—	—	8:56	9:05	—	—
8:58	9:07	9:23	9:31	9:38	—	—	—	—	—
O9:00	9:09	9:25	—	—	—	9:33	9:42	—	—
9:43	9:52	10:08	10:16	10:23	—	—	—	—	—
O10:13	10:22	10:38	—	—	—	10:46	10:55	—	—
10:38	10:47	11:03	11:11	11:18	—	—	—	—	—
O11:03	11:12	11:28	—	—	—	11:36	11:45	—	—
11:28	11:37	11:53	12:01	12:08	—	—	—	—	—
O11:53	12:02	12:18	—	—	—	12:26	12:35	—	—
12:18	12:27	12:43	12:51	12:58	—	—	—	—	—
O12:43	12:52	1:08	—	—	—	1:16	1:25	—	—
1:08	1:17	1:33	1:41	1:48	1:55	—	—	—	—
O1:33	1:42	1:58	—	—	—	2:06	2:15	—	—
1:58	2:07	2:25	2:33	2:40	2:47	—	—	—	—
O2:23	2:32	2:50	—	—	—	2:58	3:07	—	—
2:48	2:57	3:15	3:23	3:30	3:37	—	—	—	—
O3:13	3:22	3:40	—	—	—	3:48	3:57	—	—
3:38	3:47	4:05	4:13	4:20	4:27	—	—	—	—
O3:58	4:07	4:25	—	—	—	4:33	4:42	—	—
4:15	4:24	4:42	4:50	4:57	5:04	—	—	—	—
O4:38	4:47	5:05	—	—	—	5:13	5:22	—	—
4:43	4:52	5:10	5:18	5:25	5:32	—	—	—	—
OM4:58	5:07	5:25	—	—	—	5:33	—	6:00	6:25
5:00	5:09	5:27	5:35	5:42	5:49	—	—	—	—
5:13	5:22	5:40	5:48	5:55	6:02	—	—	—	—
O5:18	5:27	5:45	—	—	—	5:53	6:02	—	—
OM5:38	5:47	6:05	—	—	—	6:13	—	6:40	7:00
5:48	5:57	6:15	6:23	6:30	6:37	—	—	—	—
O6:08	6:17	6:35	—	—	—	6:43	6:52	—	—
6:23	6:32	6:50	6:58	7:05	7:10	—	—	—	—
O6:33	6:42	7:00	—	—	—	7:08	7:17	—	—
6:53	7:02	7:20	7:28	7:35	7:42	—	—	—	—
7:45	7:54	8:12	8:20	8:27	8:32	—	—	—	—
8:45	8:54	9:12	9:20	9:27	9:32	—	—	—	—
N9:32	9:41	9:50	9:58	10:05	10:12	—	—	—	—

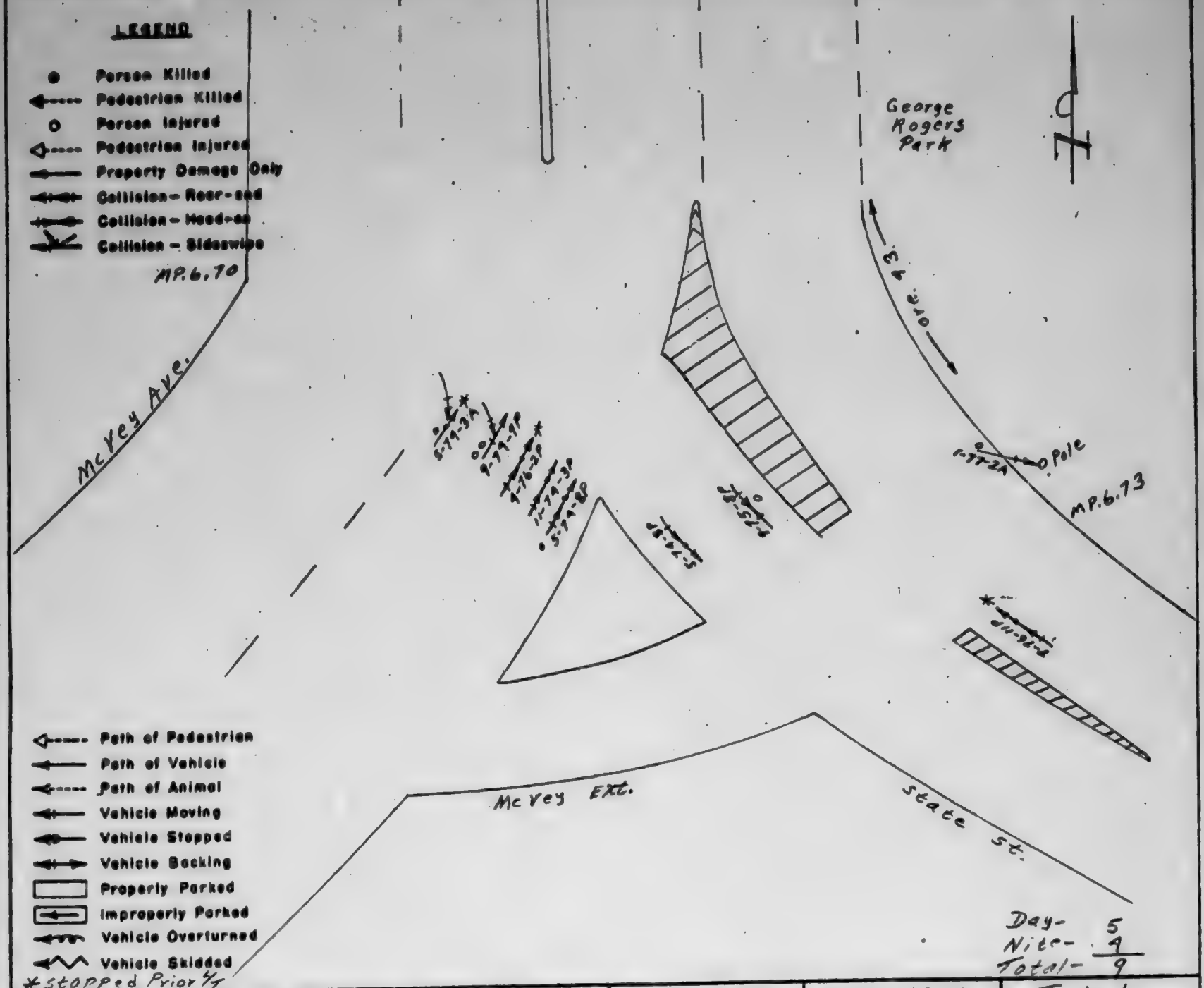
Light figures are A.M. Dark figures are P.M. Subject to Change Without Notice

APPENDIX D

APPENDIX E

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Lake Oswego County Clackamas
Intersection of State St. and McVey Ave.
Highway Number 3 (ore 43) MP.6.70 - MP.6.73
Period Covered 1-1-74 7-31-77
Compiled by [illegible] Drawn by _____ Date 12-19-77



Day- 5
Nite- 4
Total- 9

Collision Type	1974				1975				1976				1-Mos. 1977				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on						1		1										1		1
Rear-end		1	2	3							2	2						1	4	5
Sideswipe																				
Turning Movement		2		2														2		2
Parking																				
Non-collision														1		1		1		1
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	2	5		1		1			2	2		1		1		5	4	9

Form E-261-6-70

OPEN SPACE, PARKS AND RECREATION

INTRODUCTION

The Powell Boulevard corridor has influence on the development of, and access to existing and future open space, parks and recreation sites in the vicinity. Possible improvements of Powell Boulevard affecting the future residential development in the area would, in turn, influence the recreational needs of the residents.

METHODOLOGY

Existing and potential recreational sites were located through the examination of Powell Boulevard area maps and visits to the Study Area. Existing park and recreation conditions, needs and desires of the Powell Boulevard area residents were discussed with the Portland Park Bureau. The three Build and No-Build Alternatives were evaluated in terms of effects on pedestrian and bicycle circulation, potential for neighborhood cohesiveness, and area changes affected by an increased right-of-way.

FINDINGS

EXISTING AND FUTURE CONDITIONS UNDER THE NO-BUILD ALTERNATIVE

Open Space

Two privately owned open spaces, significant in size, exist adjacent to Powell Boulevard. They are located at S.E. 79th and Powell and between S.E. 84th and 90th Avenues.

OSWEGO CREEK BRIDGE
Oswego Highway, ORE 43
Clackamas County, Oregon

4(f) STATEMENT

George Rogers Park

and

Oswego Creek Bridge

This 4(f) Statement was approved by the Regional Office of the Federal Highway Administration on 6 February 1980.

OSWEGO CREEK BRIDGE
Oswego Highway, ORE 43
Clackamas County, Oregon

4(f) STATEMENT

BASIS FOR 4(f) STATEMENT

The proposed Oswego Creek Bridge project will affect property within George Rogers City Park. Also, the existing bridge is itself considered by the Oregon State Historic Preservation Office (SHPO) to be eligible for listing in the National Register of Historic Places, though it is not presently listed. Highway projects which impact public recreation lands or lands eligible for National Register listing (4(f) lands) must fulfill the requirements of Title 23, U.S.C., Section 138, which states the following:

Sec. 138. Preservation of Parklands

It is hereby declared to the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After the effective date of the Federal-Aid Highway Act of 1968, the Secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site, of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes

> all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.

In addition, George Rogers Park has received funding for recreation facility improvements under the Land and Water Conservation Fund Act (L&WCF) of 1972 (P.L. 88-578, 16 U.S.C. 460). Section 6(f) of that Act provides in part that:

> No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at lease equal fair market value and of reasonably equivalent usefulness and location.

DECRIPTION OF THE 4(f) AND 6 (f) PROPERTIES

George Rogers City Park (Figure 10) is owned and operated by the City of Lake Oswego. It is generally bounded by the Willamette River shoreline on the east, Ladd Street on the north, and Oswego Highway on the south and west. The park also extends westward, up the Oswego Creek ravine, approximately 700 feet beyond the west side of the Oswego Creek Bridge. The park occupies a total of 27.1 acres. Nature trails and a footbridge occupy the attractive natural setting of the ravine. A large ball field is located in the northwest corner of the park, along Ladd Street and Oswego Highway. Tennis courts, covered open picnic areas and parking are located east of the ball field. Landscaped lawns and gardens are attractively situated along the Willamette River front and surround Oregon's first iron smelter--an historic structure and site listed in the

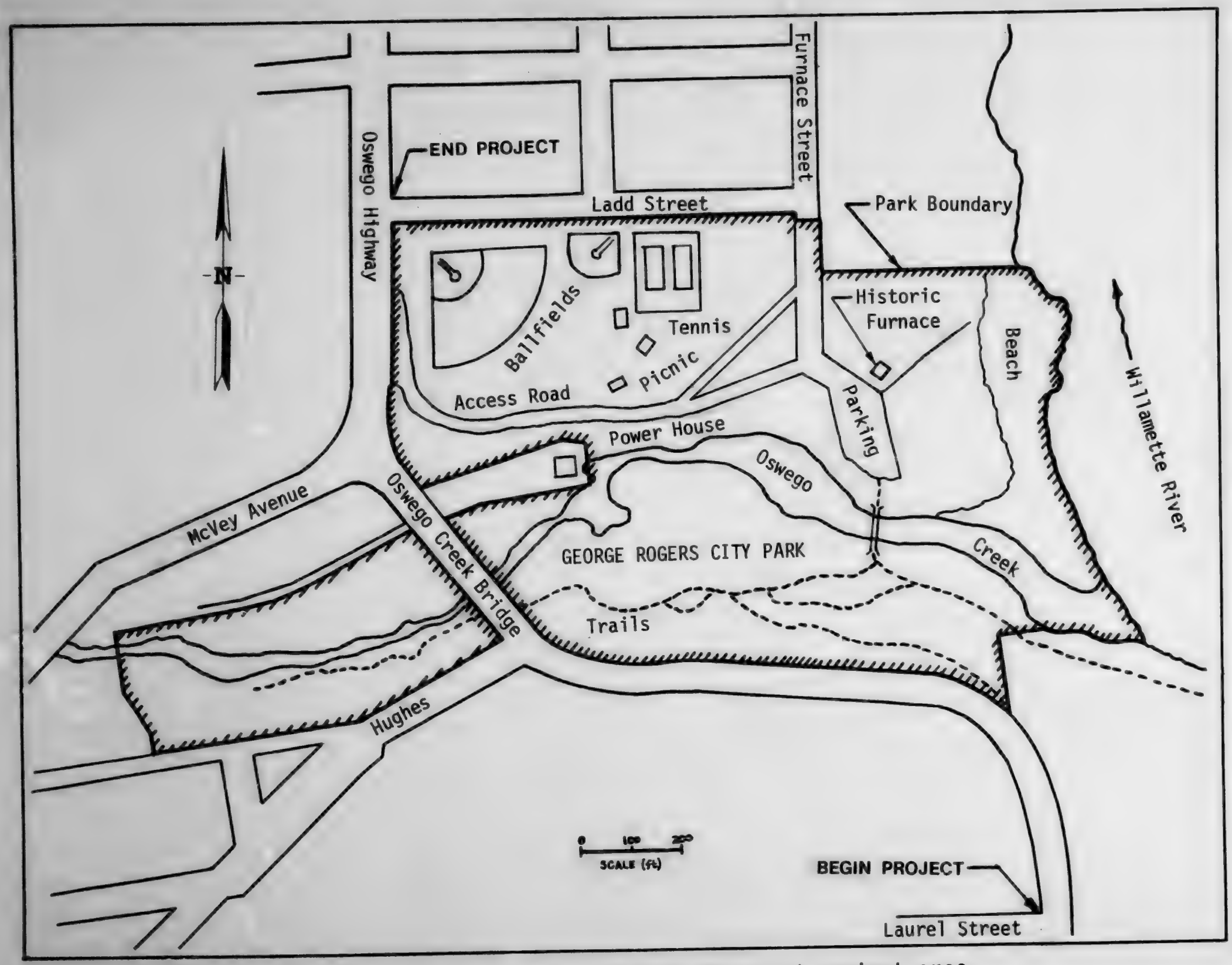


Figure 10. Sketch map showing George Rogers City Park and project area.

National Register of Historic Places.

The Oswego Creek Bridge was one of seven reinforced concrete arch bridges built in the 1919-1920 biennium, under the supervision of Conde Balcom McCullough, the Oregon State Bridge Engineer from 1919 to 1946. The bridge consists of a main arch span of 128 feet with two arch spans of 36 feet each at the south end and two 36 and two 32-foot spans at the north end. The roadway is 20 feet wide. Special attention was given to creating a pleasing design in the original bridge. The main arch supports the columns of nine secondary arches which in turn support the main span. These, together with the intermediate sizes of the arches supporting the smaller spans create an harmonious visual effect, accentuated by the use of two contrasting tones of concrete. The bridge remains structurally sound, but does not have sufficient width to carry future traffic volumes.

DESCRIPTION OF PROJECT AND RELATIONSHIP TO 4(f)6(f) LAND

The existing Oswego Creek Bridge crosses a section of George Rogers Park. Any widening of the bridge and its right-of-way would require acquisition of parkland for the new right-of-way and would significantly modify the bridge itself. The proposed project would widen the east side of the existing two-lane bridge to provide four lanes with sidewalks, signalize the intersection at McVey Avenue and Oswego Highway (State Street), provide a signal-controlled access to George Rogers Park at the McVey Avenue inter-

section and construct a sidewalk from the bridge southward to Laurel Street.

The Draft Negative Declaration analyzed four project alternatives: the No-Build, 3-Lane, 4-Lane and 5-Lane bridge designs. Traffic analysis of these alternatives indicated that only the 4-Lane and 5-Lane alternatives would provide acceptable levels of service beyond the year 1995. Both the No-Build and the 3-Lane Alternative would operate at peak hour traffic volumes which would exceed the design capacities (level of service D) before 1979. This assumed that present trends in traffic volumes and vehicular occupancy would continue through 1995. Investigation of the use of increased mass transportation (bus service) as a substitute for widening to 4 or 5 lanes revealed that the required increase in bus service would far exceed the funding expected to be available for expanded transit. Bus ridership would also have to increase much more than can reasonably be expected under present conditions and trends.

BASIS FOR SELECTING THE PROPOSED ALTERNATIVE

Section 4(f) applies to this project in two ways: 1) physical acquisition of parkland and 2) physical modification of Oswego Creek Bridge, which is an historical structure. This presents a conflict, since the only feasible way to build the project and still minimize adverse impacts on George Rogers Park is to widen the bridge. This causes adverse impacts on the bridge's historic value. If adverse impacts on the bridge's historic value were to be avoided, serious adverse impacts would be imposed on the park because of additional right-of-way acquisition. The park's physical integrity, recreational utility

and scenic values are of greater significance to the community than the historic significance of the bridge. It has therefore been decided that preservation of the park should have a higher priority than complete preservation of the bridge.

Use of the existing bridge alignment minimizes the adverse impacts of the proposed project on George Rogers Park, as required under Title 23, USC, Section 138. Since no other route or corridor which would avoid the park is available, and since the No-Build and 3-Lane alternatives are predicted to operate at unacceptable levels of service and safety, it is concluded that the 4-Lane and 5-Lane alternatives are the only feasible and prudent alternatives for this project. Therefore the 4-Lane Alternative has been selected, since it minimizes impacts on the park property while maintaining a functional future for the bridge. Alternative bridge locations would preserve the existing bridge, but would seriously damage the park, require large amounts of right-of-way, impose other significant socioeconomic and ecological impacts and in the end would be prohibitively expensive to build.

Early in the development of the project, a number of other architectural and alignment alternatives were discussed. These were described briefly in the Draft Negative Declaration. Only the 3,4 and 5-lane and No-Build alternatives were carried forward for detailed study, since the others showed clear evidence of unfeasibility, public opposition, redundancy or lack of public support.

Among the discarded options was a proposal to widen the existing

structure by placing an identical series of arches adjacent to the present structure, or by replacing the entire structure with a similar, but wider one. This option was of interest primarily from the standpoint of preserving the architectural value of the bridge. This option was recently re-examined from the standpoint of the bridge's historic value. The conclusions are essentially the same as the earlier ones: 1) the cost of the project would more than double, 2) such funds are not available, 3) deficiencies in state-of-the-art construction techniques could make the project unfeasible or increase costs even more than estimated in item 1, 4) the construction activities, building forms, falsework, etc., would be far more disruptive to the park, and 5) construction of a duplicate structure next to the existing one would create undesireable conflicts of line, style and visual profile of the existing arches, detracting from historical as well as architectural values.

IMPACTS ON 4(f) PROPERTIES — This section describes the impacts of the proposed project on George Rogers City Park and on the historic significance of the bridge.

Right-of-Way Required

Since the bridge will be widened only on the east side, new right-of-way will be required only on that side for the selected alternative. The proposed 4-Lane bridge widening will require approximately 42 feet of new right-of-way in addition to the existing 60 feet (102

feet total width). The additional acreage required is 0.63 acre of park land and 0.06 acre of private land.

The 3-Lane Alternative would have required approximately 32 feet of new right-of-way along the bridge (0.51 acre parkland, 0.04 acre private land). The 5-Lane Alternative would have required approximately 52 feet of new right-of-way (0.76 acre parkland, 0.07 acre private land).

Impacts on the Recreational Utility of the Park

Most of the new right-of-way would remain in de facto park use, due to the height of the bridge. Only the bridge piers and approaches will directly alter actual park use within the relatively small areas they will affect.

Since much of the north bank of Oswego Creek is occupied by Lake Oswego Corporation property, and since the area is steep and not readily accessible, the area of the north bank likely to be affected by the bridge construction receives very little park recreational use, except as visual background. There are no trails or other developed recreational facilities there. Construction of the bridge pier on the south side of the creek will require a minor realignment of the existing nature trail beneath the bridge in the 4-Lane bridge proposal. This will not detract from the function or appearance of the trail.

The proposed project will affect the visual setting of the trail beneath the bridge, since the wider deck will roof over more of the park. This will give the bridge a more obvious presence and reduce the amounts of precipitation and natural light. This may also have a secondary effect on vegetation beneath the structure.

Impacts on the Historic Significance of Oswego Creek Bridge

Construction of the project will change the appearance and structure of the deck and east side of the existing bridge. The existing rail on the east side will be removed and the deck will be cut back above the arch, to join with the new construction. The support beams of the added deck will hide the upper secondary arches, and the arches which support the end spans, along the east side of the bridge.

These changes in the appearance and structural concept of the bridge will irrevocably affect its significance as an historic structure and probably render it ineligible for future listing in the National Register of Historic Places.

The impact on the historic value of the bridge is unavoidable since there are no other feasible and prudent alternatives which do not also increase the adverse impacts on the city park. The No-Build Alternative is not acceptable because it fails to meet traffic operations and public safety needs.

MITIGATION OF UNAVOIDABLE ADVERSE IMPACTS

Although the proposed project will have adverse impacts which cannot reasonably be avoided, there are measures which will be taken to minimize or compensate for these impacts.

Mitigation of Impacts on Parkland

Compensation for right-of-way required from the park by the project will be in the form of replacement land required by the L&WCF Act. This will also serve as 4(f) mitigation required by the second proviso of Title 23, U.S.C. Section 138. Appropriate park replacement lands are being negotiated with the Heritage Conservation and Recreation Service and will be subject to that agency's approval based on comparability of value, function and use. The regional office of the Heritage Conservation and Recreation Service has previously accepted this approach (Appendix F). The replacement property must be acquired within one year of the purchase of the right-of-way for the highway project.

Earlier in the development of the alternatives for this project, the question was posed as to whether construction of a portion of the partial viaduct inside the southerly boundary of the park was acceptable in terms of 4(f) requirements. It would be physically possible, though much more environmentally damaging, to cut into the rock bluff on the south side of the highway to avoid taking the small additional corner of park property. In reviewing the trade-offs involved, the

Heritage Conservation and Recreation Service regional office agreed that the rock bluff should not be cut, and that it would be acceptable instead to extend the viaduct along the park boundary (Appendix F).

In terms of traffic capacity requirements, the choice between the 4-Lane and 5-Lane Alternatives is discretionary. Either alternative would give acceptable levels of service beyond 1995. The advantage of the 5-Lane Alternative was that it would have provided a higher level of service for a longer period of time. The first proviso of Title 23, U.S.C. Section 138 requires that the Secretary of Transportation shall not approve a project requiring the use of parkland "unless there is no feasible and prudent alternative to the use of such land." Since there are no alternatives which can completely avoid parkland and impacts on the historic properties of the bridge without sacrificing the fundamental transportation purposes of traffic operation and safety, it is concluded that feasible and prudent alternatives do not exist. The selected alternative requires the least amount of parkland while achieving the transportation objective.

Mitigation of Impacts on Historic Value of Bridge

The project originally described in the Draft Negative Declaration included the construction of a cantilevered sidewalk on the west side of the bridge as well as widening on the east side. This would have significantly changed the appearance of both sides of the existing structure.

During the preparation of the Cultural Resources section of the Draft Negative Declaration, the State Historic Preservation Office requested that the west face of the bridge be preserved, if possible, by eliminating the cantilevered sidewalk construction, preserving the existing railing, placing the sidewalk inside the rail, and doing all widening of the structure only on the east side. The bridge design has been changed to include the features requested by the State Historic Preservation Office. As a result, the west side of the bridge will be preserved as described in the Final Negative Declaration.

Because of the substantial impact the project will have on the bridge's historic significance, the State Historic Preservation Office has also suggested that additional steps be taken to improve the remaining historic and visual value of the bridge's west face. This would consist of the removal of all utility lines (sewer line and telephone cable) from the west face of the bridge and relocation of those utilities in less conspicuous portions of the new construction. This has been evaluated from a cost and engineering standpoint and is considered to be a reasonable mitigation measure. It is being included as part of the project.

COMMENTS AND COORDINATION WITH OTHER AGENCIES

During the development of the project, the Heritage Conservation and Recreation service regional office was informed of the characteristics of the project and its probable impacts (Appendix F). The Heritage Conservation and Recreation Service replied with a tentative statement that the proposed

project was consistent with the provisions of Section 4(f), subject to eventual review by the Secretary of the Interior. After release of the Draft Negative Declaration, the Heritage Conservation and Recreation Service was afforded an opportunity to review and comment once again. Again, the comments from the Heritage Conservation and Recreation Service regional office stated that the project is consistent with Section 4(f) requirements (Appendix F). That office has agreed that there is no feasible and prudent alternative to the proposed widening of the two-lane bridge to four lanes and that the Oregon Department of Transportation has made adequate plans to minimize unavoidable adverse effects on the parkland.

Prior to the completion of the Final Negative Declaration and Section 4(f) Determination, a "finding of adverse effect" was prepared and submitted to the National Advisory Council pursuant to Section 106 of the Historic Preservation Act. This "finding" concludes that the project has an adverse impact on a structure eligible for the National Register of Historic Places, the Oswego Creek Bridge, but that no reasonable and prudent alternatives exist. In addition, the selected build alternative, with the mitigation outlined, most nearly balances the purposes of safe transportation, minimization of adverse impacts upon parklands, and preservation of structural elements protected under the Historic Preservation Act. The mitigation (see Finding of Effect, Appendix A) consists of four parts: 1) preserving the western elevation of the bridge, 2) removing utilities from the west side of the structure,

3) using concrete beam construction to minimize encroachment on the architectural integrity of the existing bridge, and 4) providing to the State Historic Preservation Office complete photographic documentation of the existing bridge.

It is the conclusion of this document that 1) there are no feasible and prudent alternatives to using parkland or affecting the historic value of the bridge and that 2) all planning to minimize and mitigate the adverse impacts has been accomplished by means of parkland replacement and appropriate design considerations which will ensure preservation and enhancement of the remaining west elevation of the existing Oswego Creek Bridge.

APPENDIX F

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

January 4, 1978

Telephone 238-7438

SID MALBON
US Department of the Interior
Bureau of Outdoor Recreation
915 Second Avenue, Room 990
Seattle, WA 98174

Subject: 4(f) coordination
Oswego Creek Bridge
Oswego Highway #43
City of Lake Oswego

I have in my file a letter from BOR, dated 19 October 1976, under the signature of E. E. Allen, for Maurice Lundy, which responds to ODOT's Notice of Intent application for Oswego Creek Bridge improvement. That letter requested that, as the project progresses, we supply BOR with additional information supporting our use of a negative declaration in a 4(f)/6(f) situation. The letter seemed to imply that use of a negative declaration in lieu of a full EIS might be inappropriate in this case.

My intention in writing at this time is to bring you up to date on the project development and to give you a better understanding of our basis for using a negative declaration. I have already begun 6(f) work, coordinating with the BOR State Liaison Officer (SLO) at the State Parks and Recreation Branch and the City of Lake Oswego Parks Director, at the recommendation of Dale Haskins (BOR). While it appears that the 6(f) land replacement will also serve adequately as 4(f) mitigation, the SLO does not coordinate with us on 4(f). Therefore, I assume I'll be dealing directly with you and the City Parks Director on the 4(f) statement and mitigation, unless I am informed to the contrary.

Since the circulation of the Project Notice of Intent, a number of changes have occurred. Most significant of these has been the downscoping of the project. The project section was originally from Ladd Street to the South City Limits, including a 4-lane partial viaduct section on the highway tangent along the south margin of George Rogers Park. The proposed project now terminates on a taper from the proposed 5-lane bridge section to the existing 2-lane section approximately 300 feet east of Hughes Avenue. This leaves most of the highway section along the south margin of the park in its existing 2-lane condition, and thereby reduces the amount of parkland to be affected.

The major elements of the project are:

1. Widening of the bridge from the existing 2 lanes to 4 lanes with a left turn median

2. Signalization and rechannelization of McVey Avenue intersection

3. Realignment of access to the west edge of the park so that it meets McVey Avenue at the proposed signal

4. Use of a partial viaduct for the tapered section just south of the bridge, in order to avoid use of an extensive fill on the steep slope

The purpose of the bridge widening is to provide adequate highway capacity for all movements at the proposed McVey Avenue signal. The signal is needed because of the heavy traffic split at that intersection. Adequate traffic clearance could not be achieved between signal phases without increased lanes on the bridge. While there is not an immediate need for widening further south on the highway, traffic projections do indicate a future need. The present project, while oriented toward the problems at McVey, certainly increases the feasibility of future widenings to the south--including continuation of the partial viaduct along the park's south margin, as originally proposed.

Our Technical and Citizens' Advisory Committees (TAC and CAC) have been operating since November. Several alternative bridge designs have been considered, taking into account the environmental impacts, traffic effects and costs involved. The committees have moved toward a preferred alternative design which will be carried in the negative declaration and 4(f) Statement along with a range of other feasible alternatives. The design concept which appears to meet the approval of most participants thus far consists of a bridge section 64 feet wide from curb to curb (four 12-foot travel lanes, a 14-foot median turn lane, 1-foot shy distances), an 8-foot sidewalk on the east side, and a 5-foot sidewalk on the west side. All widening would occur on the east side of the existing arched structure and would be a precast concrete beam design. Estimated cost would be approximately $1.5 million.

The committees have rigorously considered alternative design concepts and their impacts. A major consideration was consistency with the existing bridge design. Architectural sketches showed that an attempt to duplicate the arch design side-by-side would result in a visual clash. Addition of a simpler concrete span would preserve the grace of the existing arch more effectively and would not look "overdone". Debate has also centered on whether the widening should occur symetrically (on both sides of the existing arch) or only on the east side. In the long run bilateral symmetry is probably more a matter of abstract esthetics than of substantive visual impact, since this is a heavily wooded location.

Perhaps my greatest concern at the moment--one in which your input is particularly important--is the balance of impacts between the use of parkland and the adverse effects of using extraordinary measures to minimize use of parkland. As you can see from the map contours, the Oswego Highway is tightly wedged between a sheer rock bluff and a steep bank on the south park boundary. A widened roadbed in this section can mean only one of two things: widen slightly into the park to avoid the rock bluff or widen into the rock bluff and leave a large, highly visible scar along the roadway. Widening into the park boundary would have a minimal adverse effect on the park, as long as a partial viaduct is used, rather than a fill slope. There would be a slight increase in noise, due to projection of sound from the underside of the viaduct. Widening into the cliff would have some adverse visual effects, increase costs considerably (500 to 1,500 cubic yards at $35/cubic yard), increase bank stability risks and increase construction liabilities due to residences located on top of the bluff. We are looking for a utilitarian and esthetic balance between these extremes. Your early opinion on what would constitute a "feasible and prudent" balance will be important in our project development process.

In any case, it appears that post-construction impacts on the park will be minimal. The expected right-of-way acquisition will be approximately 0.6 acre, including the area beneath the proposed widened span. Most of this area, despite the transfer of property title, would remain in existing park use. The small areas occupied by the bridge abutments and the viaduct would be the principal exceptions to this. The replacement properties required by 6(f) would more than compensate functionally for the dispersed recreation area lost as a result of construction.

Finally, on the question of the use of a negative declaration, Section 10.a of USDOT Order 5610.1B does state that any action falling under the provisions of Section 4(f) will normally require the preparation of an EIS. Our interpretation of the word "normally", as it applies to this project, is that the significance of impact on the parkland is a consideration. Our present knowledge of the project, which I have summarized above, supports the argument that the proposed project will not have significant adverse environmental effects either inside or outside the park boundaries. Oregon highway projects are categorized according to the USDOT-approved Oregon Action Plan for Highway Planning. Under the guidelines provided in the Action Plan, this project was assessed and categorized as a major action with non-significant adverse environmental effects. This category was approved by USDOT for this project. A project so categorized is normally processed under a negative declaration.

We fully recognize the sensitivity of the project area, in its political, esthetic, recreational, biological and transportational facets, and believe that the project as it is being conceived and processed reflects real responsiveness to that sensitivity. Despite the use of the negative declaration, we are employing full TAC-CAC, public meeting and hearing processes which are normally used in the EIS process and electively in the negative declaration process. Feedback on our procedures to date has supported this approach. A City-wide election on a ballot measure to approve the project is also scheduled for May 1978, as required by the City Charter. We need to have sufficient information for the ballot title well in advance of the election.

I have little reason to believe that the use of a negative declaration/4(f) rather than an EIS/4(f) will cause the final product to be different either in terms of the project or its environmental impacts. Therefore the economics and the flexibilities of the negative declaration process should allow us to serve everyone a little bit better on this project, with lower time and dollar costs.

In summary, I need the following responses from BOR:

1. A preliminary reading on the rock bluff versus parkland question. What is "feasible and prudent" in this case?

2. An answer as to whether you concur with me that the 6(f) land replacement will fully satisfy the 4(f) mitigation requirement. Any ideas you have in the actual coordination of 4(f) and 6(f) actions are welcome. I see it as one process even though some of the actors and scripts are different at this point.

3. A statement as to whether you have any significant remaining problems with the review procedure and documentation process we are using for this project.

4. An early appointment to look at the project in the field if significant problems remain.

Please feel free to call me at (206) 238-7438 if you wish to further discuss or clarify any points. I look forward to working with you in bringing the planning phase of this project to a mutually satisfactory conclusion.

Craig P. Markham

CRAIG P. MARKHAM
Region Environmentalist

ja
ODOT

cc: W. R. Schulte
G. A. Potter
C. Baker, Parks and Recreation
Glen Holzemer, City of Lake Oswego
Dale Haskins, BOR, w/attachments

Attachments:

Project maps
Project schedule
23 December 1977 memo to Holzemer from Markham, re: 6(f)
13 December 1977 memo to file from Schulte, re: TAC meeting
6 December 1977 memo to file from Markham, re: 6(f)/4(f)

Approved Wayne Schulte
Project Coordinator

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

IN REPLY REFER TO:
4230

JAN 24 1978

Craig P. Markham
Regional Environmentalist
Metropolitan Section
State of Oregon
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Markham:

This responds to your January 4, 1978, letter to Mr. Sid Malbon of our staff requesting coordination assistance on 4(f) and 6(f) matters associated with the Oswego Creek Bridge on Oswego Highway #43, Lake Oswego, Oregon. The following comments are provided as technical assistance and reflect the opinions of this regional office and do not necessarily represent the views of the Secretary of the Interior. Official Departmental comments will be provided when requested by the Department of Transportation.

Although we have not had the opportunity to view the project site, we have been in close coordination with staff from the Parks and Recreation Branch of the Oregon Department of Transportation who have participated in on-site inspections. From the information gleaned from that coordination and the project documentation made available from your office, we believe that expansion into the rock bluff with its associated aesthetic and environmental damage does not constitute a feasible and prudent alternative to the taking of land from George Rogers Park. We are prepared to accept a finding to this effect in your Section 4(f) statement.

As regards the second proviso of Section 4(f), namely that "...such program includes all possible planning to minimize harm to such park...", we are also in agreement that replacement land required under Section 6(f) of the Land and Water Conservation Fund Act will provide adequate mitigation in this instance. It is not our policy to automatically equate Section 6(f) land replacement with satisfaction of proviso two of Section 4(f). However, we feel that, in this case, provision of replacement land and retention of existing park use beneath the bridge will adequately satisfy proviso two of Section 4(f).

With regard to your interpretation of Section 10.a of USDOT Order 5610.1B, we agree the project does not appear to be a major Federal action significantly affecting the environment as regards the question of Section 4(f) and Section 6(f) lands. If a negative declaration is used on the project, we would consider the requirements of Section 10.b of USDOT Order 5610.1B as applicable to our concerns.

We hope these comments will satisfy the concerns expressed in your letter. We appreciate the timely and cooperative manner in which you have considered our concerns and we remain willing to provide additional technical assistance as you may desire.

Sincerely yours,

Maurice H. Lundy

Maurice H. Lundy
Regional Director

cc:
G. L. Green
Division Administrator
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97301

March 6, 1979

Maurice H. Lundy, Regional Director
Heritage Conservation & Recreation Service, DOI
915 Second Avenue, Room 990
Seattle, Washington 98174

RE: Draft Negative Declaration and
4(f)/6(f) Involvement
Oswego Creek Bridge
Oswego Highway (ORE 43)
City of Lake Oswego
Clackamas County, Oregon

Dear Mr. Lundy:

Enclosed are three copies of the subject Draft Negative Declaration, released 13 April 1978. We are now in the process of preparing the Final Negative Declaration and 4(f) Statement. However, inoour recent review of comments received on the Draft we found no comments from HCRS. We found this surprising, and further investigation revealed that neither our office nor the Oregon Division FHWA office sent a copy of the draft for your review.

With apologies we are requesting your comments on the draft, and wonder if we could hear from you in a short period of time.

Since the release of the Draft in April 1978, the more significant milestones on the project are as follows:

18 May 78	-	ODOT held public hearing on project
13 June 78	-	ODOT prepared and released Hearing and Project Report to Lake Oswego City Council
27 June 78	-	Lake Oswego City Council passed resolutions to place only the four-lane alternative on the November 78 ballot for a referendum, required by the City Charter.
7 Nov. 78	-	Voters approved the "Four Lane Alternative."

5 Dec. 78 - City Council resolved that ODOT should proceed with the Four-Lane Alternative, and expand the project to include a pedestrian connection from the bridge, south to Laurel Street.

In response to the foregoing events, in addition to other public and technical inputs, the following adjustments and decisions have been made on the project:

1. The "Four-Lane Alternative" is the selected alternative, proposed for advancement to construction.

2. In response to the comments of the State Historic Preservation Office, the entire westerly elevation of the existing bridge will be preserved by placing the sidewalk inside the existing rail, rather than contilevering it outside the rail as proposed in the draft.

3. The proposed sidewalk on the easterly side of the bridge will be reduced in width, and a cantilevered viewing platform will be added above the creek..

4. The project is extended to Laurel Street, to include a sidewalk along the northbound lane, a shoulder barrier to protect the sidewalk, improvement of the drainage ditch along the southbound lane and resurfacing of the existing roadway. The sidewalk and all the additional work will be within existing right-of-way.

We do not believe that these modifications add any significant adverse impacts to the project alternatives. They will be documented in the Final Negative Declaration.

Again, we apologize for the mix-up on getting the Draft to you for review at the normal time. Craig Markham's early coordination with your office in January 1978 accurately outlined our general concept of the project and the probable 4(f)/6(f) involvement, and your response generally agreed with our approach. We hope that background, combined with the steps we are taking now, will get things back on track..

Since Craig Markham is preparing the Final, as well as the 4(f) Statement, please feel free to contact him directly with your questions and comments. His address is:

Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213
Telephone: (503) 238-7438

Sincerely,

Gary A. Potter
Manager
Environmental Section

GAP:ss

bc: E. S. Hunter
R. N. Bothman
D. G. Talbot
Curt Baker
Walt Hart

ENVIRONMENTAL SECTION
March 19, 1979

United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
SEATTLE, WASHINGTON 98174

IN REPLY REFER TO:
R/H:Oregon

MAR 15 1979

cc: E.S. Hunter
D.H. Moehring
J.H. Versteeg
F.E. Terpin
Walter Hart
Ed Hardt
R.N. Bothman
Bill Geibel
Craig Markham
Wally Bryant
Glen Green, FHWA

Mr. Gary A. Potter
Oregon Department of Transportation
Environmental Section
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

This responds to your March 6, 1979, letter requesting our review of the Draft Negative Declaration and 4(f)/6(f) Involvement for the Oswego Creek Bridge, Oswego Highway (ORE 43), City of Lake Oswego, Clackamas County, Oregon.

The following comments are provided as technical assistance and reflect the opinions of this regional office and do not necessarily represent the views of the Secretary of the Interior. Official Departmental comments will be provided if requested by the Department of Transportation.

We have reviewed the draft document (dated April 13, 1978) and the chronology of events in your letter and are of the opinion that there is no feasible and prudent alternative to the taking of land from George Rogers Park, and that the proposed design features and land replacement will adequately satisfy the mitigation requirements of Section 4(f) of the DOT Act.

An earlier letter to Mr. Craig Markham of your staff (January 24, 1978, letter attached) still adequately represents our thinking on this matter. We feel the Oregon Department of Transportation has done a good job in attempting to avoid 4(f) and 6(f) conflicts and has been sensitive to our concerns. The matter of 6(f) replacement land will, however, have to be worked out with the Oregon State Liaison Officer for the Land and Water Conservation Fund. This letter deals only with this office's opinion of the adequacy of Section 4(f) features.

We appreciate the opportunity to have consulted with you early in the formulative stages of this project.

Sincerely yours,

by A. Sidney Mallon

Maurice H. Lundy
Regional Director

Enclosure

cc: G. F. Green, FHA, Salem, OR

APPENDIX G

Oswego Creek Bridge
Final Negative Declaration
Acknowledgements

The following ODOT personnel participated substantially in the preparation of this document:

CRAIG MARKHAM -- Regional Environmentalist and Project Environmental Manager.

Coordinated the environmental study and performed the writing, editing, data coordination and graphics for the draft and final documents. Performed the research for the study except as credited below.

B.S. in Biological Sciences, Cornell University

M.S. in Zoology (Ecology), Institute of Ecology, University of Georgia

Six years experience as ODOT Regional Environmentalist for five Oregon counties surrounding Portland, performing environmental impact analyses and environmental documentation for numerous highway projects.

TIM H. THEX -- Air/Acoustical Engineer.

Prepared original air quality analysis and draft Noise Study Reports for the Draft Negative Declaration. Prepared final Noise Study Report.

B.S. in Mathematics, Montana State University

Courses and workshops on Air Quality and Acoustics.

Air/Acoustical Engineer with ODOT Metropolitan Branch Environmental Unit for one year. Recently promoted to Acoustical Engineer position

with ODOT Environmental Section in Salem. Six years experience with various phases of highway construction (ODOT).

MAXINE BANKS -- Cultural Resources Specialist

Prepared "Cultural Resources" section of the draft and final Negative Declaration.

Seven years experience as Cultural Resources Specialist with ODOT Environmental Section performing archival and historic research and coordinating highway impact studies with the State Historic Preservation Office.

RONALD NOBLE -- Assistant Environmental Engineer.

Performed final air quality analysis and Indirect Source Permit Application Report.

B.S. in Chemistry, California State University, Long Beach

One and one-half years experience as Assistant Environmental Engineer in ODOT Environmental Section.

THOMAS H. SCHWAB - Transportation Analysis Engineer.

Developed and supervised development of traffic data for the project.

Attended San Diego State College, Civil Engineering

Two years design experience with California Division of Highways, 15 years experience with ODOT in traffic analysis and traffic forecasting for the Eugene, Portland and statewide transportation studies. Responsible for providing existing and forecast traffic volumes for design and environmental studies on transportation projects.

RICHARD M. WOOD -- Transportation Engineer.

Refined traffic data to include the effects of a future TSM project on State Street and prepared a brief report.

B.S. in Civil Engineering, University of Michigan

Sixteen months experience as Assistant Traffic Engineer for a private consulting firm, three years as Air Quality Engineer with ODOT Environmental Section, one year with ODOT in Transportation Analysis.

9378

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-9565(5)
Oswego Creek Br. and McVey Avenue
Intersection Signals - Final Negative
Declaration Section 106 of the National
Historic Preservation Act and 4(f) Statement

Date: January 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

NOTED
E. S. HUNTER

To: Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon HED-010

Included are the following documents for your use in approving the 4(f) Statement on the subject project:

1. The 4(f) Determination for the Regional Administrator's approval.

2. The Finding of Effect for the 106 process furnished to the Advisory Council 9-24-79.

3. Request for Determination of Eligibility 12-10-79.

4. Determination of eligibility notification and letters of submission.

5. Memorandum of Agreement showing all signatures and ratified by the Chairman of the Advisory Council on Historic Preservation.

6. A copy of the Final Negative Declaration and Section 4(f) Statement.

Upon approval please furnish a copy of the 4(f) determination for our approval of the negative declaration.

Original Signed By
E. J. VALACH
Program Development
Engineer

G. L. Green

Attachments:
Stated above

cc:
OSHD (G Potter)

RECEIVED
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SECTION
JAN 11 1980

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

send cc: to Hunter
Rothman
Harris
McClure
Pete
this to Lisa

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FOR
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9378

Advisory Council On Historic Preservation

1522 K Street NW.
Washington D.C.
20005

January 7, 1980

send cc:s Hunter
Bohrman
Adams
McClure
Wdt Hart
Pete
Max.

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

The Memorandum of Agreement for widening the Oswego Creek Bridge, Clackamas County, Oregon, has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and completes compliance with the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800). A copy of the Agreement is enclosed.

for the file

In accordance with Section 800.6(c)(2) and 800.9(e) of the regulations, a copy of this Memorandum of Agreement should be included in any environmental assessment or statement prepared for this undertaking to meet requirements of the National Environmental Policy Act and should be retained in your records as evidence of compliance with Section 106 of the National Historic Preservation Act.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,

Louis S. Wall
Chief, Western Division
of Project Review

Enclosures

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C ON DIV.

Advisory Council On Historic Preservation

1522 K Street N.W.
Washington D.C.
20005

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the Oregon Department of Transportation with improvements to State Highway 43 which include widening of the Oswego Creek Bridge; and,

WHEREAS, the FHWA, in consultation with the Oregon State Historic Preservation Officer (SHPO), has determined that this undertaking as proposed would have an adverse effect upon the Oswego Creek Bridge, a property eligible for the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f, as amended, 90 Stat. 1320) and Section 800.4(d) of the regulations of the Advisory Council on Historic Preservation (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), the FHWA has requested the comments of the Council; and,

WHEREAS, pursuant to Section 800.6 of the Council's regulations, representatives of the Council, the FHWA and the SHPO have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect;

NOW, THEREFORE, it is mutually agreed that there are no feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effects of this undertaking and that it is in the public interest to proceed with the undertaking. The undertaking may proceed in accordance with the following stipulations:

STIPULATIONS

1. Prior to alteration of the Oswego Creek Bridge the FHWA will record the Bridge so that there will be a permanent record of its existence. The FHWA will first contact the

Historic American Engineering Record (HAER) at the Heritage Conservation and Recreation Service, Department of the Interior, Washington, D.C. 20243, to determine the level of documentation required. All documentation must be accepted by HAER prior to alteration of the structure.

2. The utility lines on the west side of the bridge will be relocated to a less conspicuous location and incorporated in the new construction.

3. The plank sidewalk which has been added to the west facade of the bridge will be removed.

4. The new structure will be of concrete beam construction designed to be compatible with the remaining portions of the Oswego Creek Bridge.

5. Textured and architectural treatments of such features as handrails, colors, and wall surfaces will be used where practical to cosmetically improve the relationship between the old and new structures and their environment.

6. The western facade of the Oswego Creek Bridge will be preserved once the intrusive sidewalk and utilities are removed.

7. Failure to carry out the terms of this Agreement requires that the FHWA again request the Council's comments in accordance with 36 CFR Part 800. If the FHWA cannot carry out the terms of the Agreement, it shall not take or sanction any action or make any irreversible commitment that would result in an adverse effect with respect to National Register or eligible properties covered by the Agreement or would foreclose the Council's consideration of modifications or alternatives to the widening of the bridge that could avoid or mitigate the adverse effect until the commenting process has been completed.

8. If any of the signatories to this Agreement determine that the terms of the Agreement cannot be met or believes a change is necessary, that signatory shall immediately request the consulting parties to consider an amendment or addendum to the Agreement. Such an amendment or addendum shall be executed in the same manner as the original Agreement.

9. Within 90 days after carrying out the terms of the Agreement, FHWA shall provide a written report to all signatories to the Agreement on the actions taken to fulfill the terms of the Agreement.

Robert M. Utley 12/3/79 (date)
Robert M. Utley
Deputy Executive Director
Advisory Council on Historic Preservation

12/10/79 (date)
Federal Highway Administration

12-11-79 (date)
Oregon State Historic Preservation Officer

D. W. POWERS
SHPO DESIGNEE

12/31/79 (date)
Chairman
Advisory Council on Historic Preservation

9378

NHA-Routing

M-9565(5)

United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D. C. 20243

IN REPLY REFER TO: 661

DEC 28

Mr. G. L. Green
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
The Equitable Center - Suite 100
530 Center NE. - Salem, Oregon 97301

Send cc: Pete
Dwight
MAY
Bothman
Hunter
Dave Towers-SHPO
Walt Hart.
file
this to Owego Cr. Bridge

NOTED
E. S. HUNTER

Dear Mr. Green:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely yours,

Carol D. Shull

Carol D. Shull
Acting Keeper of the National Register

Enclosure

RECEIVED
ENVIRONMENTAL SECTION
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Proj. Coord. ____
Eng. Coord. ____
Sec. ____
Manager ____
Res. Coord. ____
Adm. Asst. ____
File ____

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★ JAN 2 1980
OREGON DIV.

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
Heritage Conservation and Recreation Service

Name of property: Oswego Creek Bridge

Location: Oswego Highway, Lake Oswego, Clackamas County **State:** OR

Request submitted by: DOT/FHWA/G.L.Green

Date received: 12/14/79 **Additional information received:**

Opinion of the State Historic Preservation Officer:

☒ Eligible ☐ Not Eligible ☐ No Response

Comments:

The Secretary of the Interior has determined that this property is:

☒ Eligible **Applicable criteria:** A, C ☐ Not Eligible

Comments: 36 CFR Part 63.3 Determination

☐ Documentation insufficient
(Please see accompanying sheet explaining additional materials required)

W. Ray Luce
for Keeper of the National Register

Date: December 28, 1979

FHR 8-265 2/79

GPO 942 576

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center - Suite 100
530 Center NE. - Salem, OR 97301

December 10, 1979
IN REPLY REFER TO
HPD.2-OR/ M 9565(5)

Director, Office of Archeology and Historic Preservation
National Park Service
Department of the Interior
Washington, D. C. 20240

Gentlemen:

We request your review of the enclosed material for a determination of eligibility of the Oswego Creek Bridge, Lake Oswego, Oregon. This request is being sent pursuant to the requirements of 36 CFR, Part 63.

Specifically, we request application of the special procedures of Part 63.3. This agency (FHWA), the Oregon Department of Transportation (the owners of the prope·ty), and the State Historic Preservation Office are all in agreement on the property's eligibility.

Enclosed is a data form giving the data requested in Appendix A (36 CFR 63), a project vicinity map, photographs, and the letter statement of the State Historic Preservation Office.

We understand that the property will be deemed eligible within 14 (fourteen) days of receipt of this material, unless an objection is noted.

Sincerely yours,

G. J. Green
for Division Administrator

Enclosures:
Data form, maps, photos
Ltr Statement (3-27-78)

cc:
Britt Story (ACHP)
Region (Irv Lloyd)

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

March 27, 1978

Mr. Pieter T. Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

This is in response to your request for comment on the proposed federally-funded Oswego Creek Bridge improvement project.

After careful review of the proposal, we feel that the Oregon Iron Company Furnace in nearby George Rogers Park which is listed in the National Register of Historic Places would not be adversely affected by the widening of Oswego Creek Bridge.

* However, we consider the bridge itself to be eligible for inclusion in the National Register of Historic Places because it is a choice example of the several early reinforced concrete arch spans designed with particular attention to esthetic detail under State Highway Bridge Engineer C.B. McCullough in the 1919-1920 biennium.

Therefore, we strongly recommend a modification in the pedestrian walkway to allow the entire west elevation of the bridge to remain intact. The impact of the proposed project would be satisfactorily mitigated, in our opinion, if one elevation remains wholly unaltered so that, from at least one perspective, the structure's engineering and architectural qualities may be appreciated without obstruction. We appreciate the efforts made thus far to locate the adjoining structure appropriately and to use compatible design features. We request that the State Historic Preservation Office be given an opportunity to participate in the final design phase of the project. Depending upon the alternative selected and the extent of new construction, an archeological reconnaissance survey may be required. We will be available for comment on any recommended salvage or mitigation procedures.

Thank you for this opportunity to comment.

Sincerely,

D.W. Powers III
Historic Preservation Coordinator

EWP:ko

9378

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 13, 1979

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

RE: Oswego Creek Bridge
Clackamas County
"106 Package"

Dear Mr. Green:

The enclosed "106 Package" for the Oswego Creek Bridge project, consisting of a finding of effect and a preliminary case report along with supporting documents, is being submitted for your review and approval.

Upon your approval, the package should be submitted to the Advisory Council on Historic Preservation as per the requirements of 36 CFR 800. Approval of the final negative declaration on this project is awaiting the completion of this requirement.

Very truly yours,

Gary A. Potter
Manager
Environmental Section

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GAP:PTD:lb

Enclosures

cc: E. S. Hunter
R. N. Bothman
Ed Hardt
D. H. Moehring
Walt Hart

Form 734-3122

9378

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 24, 1979

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project M-9565(5)
Oswego Creek Bridge & McVey Avenue
Intersection Signals
Final Negative Declaration

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Asst. State Hwy Engineer
Technical Services Branch

The final negative declaration and 4f document for the subject project has been reviewed.

The document fully explains the proposed action; however, as the Bridge is considered eligible for inclusion in the National Register of Historic Places (Appendix A, letter from SHPO of March 27, 1978), a formalized procedure with the Advisory Council on Historic Preservation is necessary.

FHPM 7-7-2 paragraph 21, Historic and Cultural Preservation Procedures furnishes procedures which apply to FHWA actions which could affect property included or eligible for inclusion in the National Register of Historic Places.

In order to meet these requirements the Section 106 coordination procedures must be met.

This office and our Region Office will be available to assist in preparing the 106 and 4f document.

Please advise what assistance you may need in preparing this report.

for G. L. Green

cc:
OSHD (G A Potter)
HED.010.6 (I C Lloyd)

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ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1979

NOTED
E. S. HUNTER

Maurice H. Lundy, Regional Director
Heritage Conservation & Recreation Service, DOI
915 Second Avenue, Room 990
Seattle, Washington 98174

RE: Draft Negative Declaration and
4(f)/6(f) Involvement
Oswego Creek Bridge
Oswego Highway (ORE 43)
City of Lake Oswego
Clackamas County, Oregon

Dear Mr. Lundy:

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With apologies we are requesting your comments on the draft, and wonder if we could hear from you in a short period of time.

Since the release of the Draft in April 1978, the more significant milestones on the project are as follows:

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Form 81-734-3122 (Rev. 7-77)

5 Dec. 78 - City Council resolved that ODOT should proceed with the Four-Lane Alternative, and expand the project to include a pedestrian connection from the bridge, south to Laurel Street.

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Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213
Telephone: (503) 238-7438

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:ss

bc: E. S. Hunter
R. N. Bothman
D. G. Talbot
Curt Baker
Walt Hart

9378

3-1950 3

STATE OF OREGON

INTEROFFICE MEMO

Metro Branch — DEPT. | 238-8244 — TELEPHONE

TO: THE FILE

DATE: January 23, 1979

FROM: DON FANTZ O.E. Fantz
Project Coordinator

SUBJECT: Oswego Creek Bridge
TAC Meeting of January 8, 1979

1 Versteeg
3 Christensen Don
George
2 Olsen aoe
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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Action

A TAC meeting was held in Lake Oswego City Hall. Attendance is shown on the attached list. The primary reason for scheduling the meeting was to finalize the revisions to the preliminary design with respect to changes directed by the recent Lake Oswego City Council action. The design reviewed also included provisions for the historic preservation of the West Bridge Rail.

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BY FINAL DESIGN ENGINEER
Bill - send a copy to Traffic. Don

A plan view and cross sections were presented showing basically the same roadway design moved five feet to the east. Incorporated in the current proposed design are:

1. The omission of the viewing vista on the west side caused by the preservation of the existing bridge rail.
2. Placement of the five foot sidewalk on the west side inside the existing rail
3. The voter approved 54 foot travel way.
4. A six-foot walk in lieu of the previously proposed 8-foot walk.

The sidewalks would be separated from the travel lanes by concrete shoulder barrier. This plan requires an additional three foot widening of the new structure to the east in place of the deleted cantilevered sidewalk on the west (only 3 feet is required with the narrower sidewalk on the east side.)

The plan included the proposed expansion of the project limits extending the east sidewalk south to a point opposite Laurel street. The section south from the existing project would be comprised of the two existing 12 foot lanes with an additional 3 foot shy distance to the concrete barrier separating vehicular traffic from the 6-foot pedestrian walk. The preferable construction where the sidewalk could not be placed on existing fill was described by Jim McClure as cut-off wall type bents with precast slab deck and standard pedestrian handrail.

Jim McClure led a discussion on the removal of the designation of the bikeway from the highway and the placement through the park in compliance with the Oswego City Master Plan. The Lake Oswego City Council has already approved this action and has anticipated that CRAG (MSD) will approve the extension of the project in the first MSD board meeting. This six foot width of the pedestrian way was

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indicated to be within the Oswego Planning Bureau standards.

Jim McClure reviewed the implications of preserving the West Rail of the structure. It would mean the loss of the viewing vista on that side of the structure. This was not a strong CAC point. The rail would be reconditioned to remove the battlescars of the past traffic conflicts. The bridge department indicates that it would probably cost no more to extend the new bridge east than it would to construct a cantilevered sidewalk on the west. The pedestrian walk would still be separated from the traffic by a concrete shoulder barrier. The preservation of the existing rail would still be preferable even if the utility lines still remained. The trade-off of additional park land for the preservation of the existing hand rail could probably be justified.

A discussion ensued on the particulars of the pedestrian rail and the concrete should barrier. Jim indicated that as a policy, the concrete shoulder barrier face had to be smmoth as this was part of the theory of the safety function of the rail. The question had been brought up before and Salem design indicated that an exposed aggregate finish would be in conflict with the intended function of a shoulder barrier rail section.

Oswego City staff asked what kind of hand rail would be on the out side of the pedestrian way extension. Jim indicated this had not been pursued at this time and that it probably would be a standard pedestrian rail and not be designed to contain automobiles. Jim indicated that when we get into the final design stage, we will make available the full range of alternatives supplied by the bridge engineer for review.

Discussion indicated that there was option for the treatment of the island necessary to direct traffic through the project. It was agreed that painted islands were more economical and less of a traffic hazard. City of Oswego did not particularly want to be saddled with the maintenance of additional landscape areas that was suggested for the large island at the intersection of McVey and State street. It was agreed that except for raised islands being placed at the new entrance to the park and at Hughs Street where channelization was necessary from mandatory turn movements, the traffic control islands would be painted. Discussion brought forth two possible problem areas in the design on the McVey intersection. One was that the park access road would have to be in line with the optional movement lane from McVey Avenue. The second will require some investigation from our Traffic Section. This is what to do about the phasing of the park access road with the signaled intersection. Suggestions ranged from signing it with a stop sign to a continuous flashing red to a phased-in signal movement. The problem is that with two turning lanes from McVey Avenue, there is not a lane for the mandatory park access right turn movement avail-

able at the same time.

In review of adding the pedestrian sidewalk to the east side of the roadway south to Laurel, John Bustaan and Bob Amptan of City of Lake Oswego questioned whether we are within the voter approval election process. The existing pavement width is approximately 24 feet in that area and the required lane width and minimum shy distance to the concrete barrier indicates that we would have an additional 3 feet of paved surface. Jim indicated this is only to accomodate the sidewalk and that it should not be involved in an election. It was suggested that since the purpose of the charter amendment was for roadway widening only, the voter approval included an approval of a 26 foot roadway and 8 foot of walk and that this is less combined width with a 6 foot walk. It was noticed that the initial section was through a point where the project was running into the existing roadway. The Oswego City staff suggests that we go ahead with the proposed section because the City Council has already endorsed the addition of a sidewalk through that area and that it is not likely that the additional foot of pavement would be challenged at this time. Jim McClure indicated that the State would probably not go with the sidewalk extention if another election was necessary prior to the project.

Discussion of the extended walk indicated no additional impacts to the apartments to the south of the bridge. There was no additional right-of-way necessary and traffic was not moved closer to the dwellings. Craig Markaham indicated that as far as he could see, there would be no change to the environmental process as it is layed out now.

Craig Markham was looking for a response into the question of acquisition of replacement property for the required park right-of-way. He feels the replacement properties should be tied down prior to approval of the final negative declaration though a year is allowed for replacement. Craig Markham had worked previously with Glen Holzemer in locating potential park replacment sites. If the City is not able to secure a parcel of their preference, then the State will have to pursue additional sites within the region, probably adjacent to Tryon Creek State Park. Glen Holzemer indicated that he needed a dollar amount to start with so that he could proceed with discussions with the owner of the replacement property and have an indication of what kind of expense that the City of Oswego would incur in picking up the remaining amount of land in the replacement parcel. This information has been obtained from our right-of-way section and is being forwarded to Glen Holzemer. Glen Holzemer sees only one viable solution and that is to obtain an approximate 3 acre parcel adjacent to Waluga Park and the acquisition of the difference between the 3 acres and .6 acres nece-

ssary for the project would be funded from the City's General Fund with possible BOR matching dollars. It is necessary to pursue possibilities for a bikeway access to Tryon Creek Park as a back-up alternative to the possibility of property adjacent to Waluga Park.

Other aspects of the design that are preferred by the TAC to be forwarded to the final preliminary designs stage are the type of traffic signal apparatus and inclusion of roadway illumination in the project. The mast arm signal design is preferred above the strain pole situation and the City of Oswego prefers some kind of anodized finish for a low maintenance problem. Staff requests that the existing street lighting situation be reviewed and that street lighting facilities be included in the project. There is existing street lighting on the east side from the end of the bridge south to Laurel Street. There is also ground mounted poles outside the handrail on the west side near each end of the bridge. Lighting is felt necessary as a safety feature. It should be noted that there may be a conflict between the lighting or the type of lighting in historic preservation of the West Rail.

An additional concern of the City Staff is that the project include reworking of the west side drainage of the highway south of Hughes Street. Jim indicated that a look would be taken at the drainage ditch and a possible re-working of the rock shoulder or the addition of the necessary drainage facilities in addition to an overlay of the existing road bed that would accompany the installation of the shoulder barrier on the east side.

The TAC generally felt that this plan was acceptable and that the historic preservation of the West Rail was necessary even without the relocation of the utility lines. It was agreed that with the CAC and voter support for the project and no substantial change in design, a review by the CAC was not necessary at this time. Jim indicated that during the final design stage, the City and their architect who was on the CAC, may be involved with the Bridge Department in the particulars of the project. With the previous approvals of the project design and the consensus of the TAC at this meeting on the various changes and additions to the design, there should be ample direction for the final preliminary design to proceed.

DF/po

cc: TAC members
E.L Hardt
D.R. Adams
M.J. Klotz
J.D. McClure
G.A. Potter
[redacted]
Don Billings

TYPE OF MEETING TAC

TIME: 9:30 DATE: Jan 8 ,1979 LOCATION Oswego City Hall

ATTENDANCE LIST

NAME	ORGANIZATION	MAIL ADDRESS AND PHONE NUMBER
BOB AMPTMAN	CITY OF LAKE OSWEGO	348 N. STATE
MARGUERITE LECHI	CAC CHAIRMAN	P.O. Box 26 L.O.
JOHN BOSTRAAD	CITY OF L.O.	CITY HALL
CRAIG MARKHAM	ODOT - Emtn.	Metro. 238-7438
Pat Barnum	City of Lake Oswego	P.O. Box 369 Lake Oswego, OR 97034 238-8226
Jim McClure	ODOT	
GLEN HOLZEMER	City of L.O.	636-9673
Bob Simpson	ODOT	
Donald E. Fantz	O. Dot	238-8244

1981 Oswego Ck. (Sucker Cr.) Br. 9378
Sec. of the Oswego Hwy. (Grad.,
Pav., Struc., Sign. Illu., Sig.) #1

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

September 21, 1978

IN REPLY REFER TO
HDA.1-OR/INQ-788

Honorable Mark O. Hatfield
United States Senator
105 Pioneer Courthouse, Room 107
Portland OR 97204

Dear Senator Hatfield:

Your letter of September 14 requested that we furnish your Portland field office a copy of our reply to Mr. Joel D. Kuntz, Lake Oswego, in response to his August 18 follow-up letter to us.

Enclosed is a copy of our August 24 letter to him. All the related correspondence has referred to Mr. Kuntz' original inquiry to Secretary of Transportation Brock Adams, with informational copies to several members of the Oregon Congressional Delegation.

Sincerely yours,

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer
G. L. Green
Division Administrator

cc w/cy ltr, 9-14-78, Hatfield to Green:
Region (HED-010)
OSHD (Coulter)

RECEIVED
STATE HWY ENGR
SEP 22 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

MARK O. HATFIELD
OREGON

ROOM 107, PIONEER COURTHOUSE
PORTLAND, OREGON 97204

P.O. BOX 733
475 COTTAGE, N.E.
SALEM, OREGON 97308

United States Senate

WASHINGTON, D.C. 20510

September 14, 1978

Mr. G. L. Green, Division Administrator
Federal Highway Administration
U.S. Department of Transportation
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

Thank you for sending me a copy of your correspondence to Joel D. Kuntz in response to a letter he had sent me dated July 7th.

I am now in receipt of his follow-up letter to you dated August 18th which I have enclosed for your reference. If you would be so kind as to send me a copy of your response to this letter, I will be better able to respond to Mr. Kuntz. For expeditious reasons, please respond to my field office: Pioneer Courthouse, Room 107, Portland, Oregon 97204.

Many thanks.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:bps
enclosure

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

SEP 6 1978

IN REPLY REFER TO: HEV-2

Oregon

Honorable Mark O. Hatfield
United States Senator
105 Pioneer Courthouse
Portland, Oregon 97308

Dear Senator Hatfield:

Thank you for your August 1 letter to Mr. Ernest R. Warner, Jr., Director, Office of Intergovernmental Affairs, on behalf of Mr. Joel D. Kuntz who wrote concerning Federal highway funding for the proposed widening of the Oswego Creek Bridge. Your letter was acknowledged on August 15 by Ms. Susan Williams, Director, Office of Congressional Relations.

Our Oregon Division Office responded to Mr. Kuntz's letter to Secretary of Transportation Brock Adams about this project. We are enclosing a copy of that July 28 response for your information and use. As stated in the enclosed, the Oregon Department of Transportation is not abusing the Federal highway funding process for this project. Our Division Office has closely monitored this project to assure that Federal requirements have been and are being met.

If there is additional information we can provide, please let me know.

Sincerely yours,

Karl S. Bowers
Federal Highway Administrator

2 Enclosures
Transmitted Correspondence

cc: Washington Office

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cy Kuntz
Portland
Seattle
Boise
Reno
Portland
Salem

OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 15, 1978

Honorable Mark O. Hatfield
United States Senate
105 Pioneer Courthouse
Portland, Oregon 97308

Dear Senator Hatfield:

Thank you for your letter dated August 1, 1978, enclosing correspondence from Mr. Joel D. Kuntz regarding his concern about Federal highway funding.

I have asked the appropriate Departmental officials to furnish you with comments and information which might be helpful to you in responding to Mr. Kuntz.

If after you have heard from the Department, I can be of further assistance, please feel free to contact me.

Sincerely,

Susan Williams

Susan Williams, Director
Office of Congressional
Relations

JOHN L. MC CLELLAN, ARK., CHAIRMAN

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JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

August 1, 1978

Mr. Ernest R. Warner, Jr.
Director for Intergovernmental Affairs
Department of Transportation
400 7th Street, S.W.
Room 10408
Washington, D.C. 20590

Dear Mr. Warner:

Enclosed please find a copy of a communication I have received from Mr. Joel D. Kuntz. I would appreciate your comments on this matter so that I may furnish this individual with an appropriate response. Please return the enclosed letter along with your reply to my Portland office.

I am grateful for your attention to this inquiry.

Sincerely,

Mark O. Hatfield
United States Senator

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Enclosure

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

NOTED
H. S. COULTER

August 24, 1978

IN REPLY REFER TO
HDA-OR/INQ-788

Mr. Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego OR 97034

Dear Mr. Kuntz:

Your August 18 letter asked if the Federal Highway Administration would allow the Oregon Department of Transportation to block Federal funds for any bridge under four lanes. A 3-lane alternative (which was studied - see page 43 of the draft negative declaration) would only improve the left-turn opportunities and would not improve the total capacity of the intersection. Further, it would lead to unacceptable traffic conditions similar to those predicted under the "no-build" alternative. A 2-lane structure and approach, which you apparently favor, would compound this inadequacy.

Section 109(a) of Title 23, U. S. Code, states:

> "(a) The Secretary shall not approve plans and specifications for proposed projects on any Federal-aid system if they fail to provide for a facility (1) that will adequately meet the existing and probable future traffic needs and conditions in a manner conducive to safety, durability, and economy of maintenance; (2) that will be designed and constructed in accordance with standards best suited to accomplish the foregoing objectives and to conform to the particular needs of each locality."

Based on the above requirements, the stand the State has taken is considered to be appropriate.

I hope this information adequately answers your questions.

8-30-78 - Mabel, Nurse, Kathryn, Lenetta, Hank, Pete

Sincerely yours,

Original Signed By
G. L. Green
Division Administrator
G. L. Green
Division Administrator

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STATE HWY ENGR
AUG 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc w/cy Kuntz 8-18-78 ltr:
Region (HED-010)
~~OSHD~~ (Coulter) (plus cys Kuntz 7-7-78 & Green 7-28-78)

Green:nig

August 18, 1978

CERTIFIED MAIL

Mr. G. L. Green
U.S. Department of Transportation
The Equitable Center, Suite 100
530 Center, NE
Salem, OR 97301

Dear Mr. Green:

Re: Abuse of Federal Highway-Funding Process

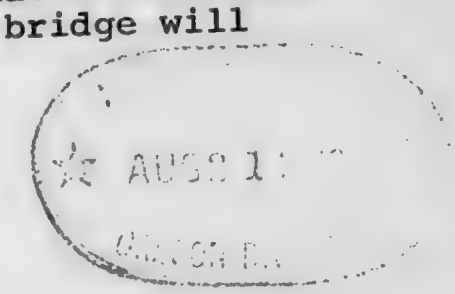
Thank you for your letter of July 28 responding to my letter to Secretary of Transportation Brock Adams. However, your letter did not directly address the question that I asked (perhaps because I did not state it clearly enough). I will restate my question.

I. Question

In light of the federal policy of trying to save park land (23 USC §138; 49 USC §1653(f)) and in light of President Carter's energy policy, will your Department allow ODOT to threaten to block federal funds for any bridge under four lanes (thereby preventing any serious, local consideration of potentially reasonable and prudent alternatives)?

II. Local Significance of Question

As you know, under local and state law ODOT can build no four-lane bridge without approval by the local voters. An election is scheduled for November 1978. ODOT has effectively "stacked the deck" in favor of a four-lane bridge. ODOT has repeatedly told the voters and the City Council that a four-lane bridge will be "free" locally but that a two-lane bridge will have federally funding blocked by ODOT.



ODOT's action has effectively prevented any serious discussion of alternatives. The following is a paraphrase of a "discussion" which occurred at the March 1978 public hearing held by ODOT and the City Council:

> Citizen: "A local engineer feels that a two-lane bridge (which could be expanded to four lanes later if necessary) would be a reasonable and prudent alternative."
>
> Mayor: "You are assuming that federal funding would be available."
>
> [End of Discussion.]

III. Federal Significance of Question

Congress has given Secretary Brock Adams the duty to fund no project which takes significant park land if there is a good alternative. To help him meet this duty, Secretary Adams may wish to have a process which develops and considers all alternatives. If ODOT is allowed to "stack the deck," you will not have a process which involves the serious consideration of all alternatives at the local level (which is probably the most significant level for considering alternatives). Is this what the Secretary wants?

IV. Comments on Your Letter

A. Adequacy of Process

Your letter appears to imply that it is all right for ODOT to "stack the deck" on funding because ODOT has held a hearing and appointed a citizens' committee. A hearing and a committee involve only recommendations and not any decision-making authority. Many agencies use hearings and committees simply to give an appearance of citizen involvement. Thus, the use of a hearing and a committee hardly balances the effect of telling voters that federal funds will be blocked by ODOT for any design under four lanes.

B. Draft Negative Declaration

Your letter implied that ODOT has discussed all alternatives fully and publicly because the DND considered three designs for the bridge. However, ODOT failed to discuss the

various two-lane designs in the DND. ODOT failed to do so despite a specific written request that they do so. See Appendix A.

C. Current Needs

Your letter states that the current bridge is not adequate for the current traffic flow. I believe that even ODOT admits the bridge is adequate for current needs. The problem is future, rush-hour, automobile traffic only.

D. Keeping Options Open

It is not necessary to make a final choice between a four-lane and a two-lane bridge. Many bridges are built with two lanes and later converted to four lanes if necessary. See Appendix A. The traffic projections which show a future need for a four-lane bridge are based on the assumption that the percentage use of mass transportation will not increase substantially. However, the need for energy saving and for clean air may make the projections false. Shouldn't we keep the park land and keep our options open?

E. Four Lanes to the South?

As you know, the highway to the south of Oswego Creek Bridge is only two lanes. ODOT has no plans to make the highway four lanes. ODOT's traffic projections show no need for four lanes in the future. Your letter said we should build a four-lane bridge now because the highway to the south may have to be widened to four lanes. What happened to the federal policy of trying to save park land?

F. Public's Desires

Your letter implies that the public wants a four-lane bridge and not a two-lane bridge because the City Council put four lanes on the ballot and because a few people spoke at a hearing in May. However, these expressions of opinion occurred after ODOT repeatedly stated that it would block federal funding for alternatives under four lanes. Thus, these expressions may show nothing more than that (1) many people want a bridge wider than the current 19-foot bridge and (2) four lanes is the smallest "free" design.

V. Request for Action

In conclusion, I feel that ODOT should be told that federal funding will be available for an Oswego Creek Bridge PProject only if ODOT informs the City of Lake Oswego (1) that it may consider all designs and (2) that ODOT will not block federal funding for any requested design.

Sincerely,

Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, OR 97034

JDK:ljp
cc: Mr. Brock Adams, Secretary of Transportation
Honorable Mark O. Hatfield
Honorable Bob Packwood
Honorable Les AuCoin
Ms. Shirlee Valo, Reporter
The Oregonian

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

July 28, 1978

IN REPLY REFER TO
HFO.1-OR/INQ-788

Mr. Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego OR 97034

Dear Mr. Kuntz:

Your letter of July 7 to Secretary of Transportation Brock Adams, concerning the proposed widening of the Oswego Creek Bridge, has been forwarded to me for investigation and reply.

You indicated in your letter that the Oregon Department of Transportation is abusing the Federal highway funding process in order to force local approval of a specific design.

Let me assure you that is not the case. From our direct monitoring of the project development, we have seen absolutely no evidence that the State of Oregon has attempted to prevent consideration of potentially reasonable and prudent alternative designs for this project. In fact, there is much evidence of the exact opposite. The Lake Oswego Chamber of Commerce, the Oregon Department of Transportation, and locally appointed transportation task forces have over several years conducted numerous studies to identify ways to relieve the present congestion in downtown Lake Oswego. Proposals have ranged from a minor widening of State Street (with removal of parking) to a bypass along the river. Based on these studies, the trend has been toward development of the more modest and acceptable proposals for which adequate funding is more likely to be available.

The Oswego Creek Bridge and the associated McVey Avenue intersection are a serious deficiency in the Lake Oswego traffic circulation system. As indicated in the recently circulated Draft Negative Declaration, the primary purpose of the project - in addition to providing adequate lane widths on the bridge - is to provide adequate capacity for signalized traffic control at the McVey Avenue intersection. Unfortunately, the traffic signals which are necessary to control opportunities

for turning movements to and from McVey Avenue would effect a reduction in traffic capacity per lane through this intersection. This reduction requires an increase in the number of lanes to handle the same amount of traffic. The increased number of lanes must extend onto the bridge - which in effect makes a two-lane bridge inadequate for both current and future traffic needs. In addition, it is quite possible that increased capacity will be needed in the future on the highway section south of the bridge in order to meet urban development needs. Widening of the bridge at the present time would not in any way dictate the future development. However, consideration of future needs is a required part of the design process.

As indicated in the Draft Negative Declaration, an ODOT interdisciplinary team, a project Technical Advisory Committee (both of which included a representative from our office), and a local Citizen Advisory Committee considered eight basic elements during the development of alternatives for this project. Also, because of the effects the alternatives might have on George Rogers City Park, early coordination was established with the U. S. Bureau of Outdoor Recreation and the City of Lake Oswego. As direct result of these studies, a no-build alternative and three build-alternatives were identified and fully analyzed in the Negative Declaration.

After the Draft Negative Declaration was circulated, a public hearing was held to obtain additional input from the general public, various governmental units, and other organized groups. The results of the public hearing indicate a substantial majority of the participants were in favor of either the 4-lane or 5-lane alternative.

As you know, all road and street widening projects proposed within the city of Lake Oswego must go to a vote of the people. Based on the information contained in the Draft Negative Declaration and the results of the public hearing, your city council decided to include both the do-nothing alternative and the 4-lane alternative on the ballot this fall.

In summary, I can assure you that we see no evidence that Federal requirements were vidated or abused during development of

this project. I hope the above information adequately answers the concerns expressed in your letter to Secretary Adams.

If I can be of further assistance, please do not hesitate to contact me.

Sincerely yours,

/s/ V. V. Cusack

for G. L. Green
Division Administrator

FHWA, 4211
PRS, 3224

JUL 19 1978

HEV-2

Mr. Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, Oregon 97034

Dear Mr. Kuntz:

Thank you for your letter of July 7 to Secretary of Transportation Brock Adams concerning the widening of the Oswego Creek Bridge. We are sending your comments to Division Administrator G. L. Green in Salem, who is in touch with the day-to-day events in Oregon and who will furnish you a reply in the near future.

Sincerely yours,

Rex I. Wells, Chief mha
Environmental Programs Division

HRA-10
HDA-OR

Your inquiry dated:

Regarding:

RECEIVED
JUL 24 1978
OREGON DIVISION

cc: Regional Federal Highway Administrator

ENDORSEMENT

DATE: 7/19/78

FROM: ASSOCIATE ADMINISTRATOR FOR RIGHT-OF-WAY AND ENVIRONMENT

REPLY DUE: 8/4/78

CORRES. CODE: HEV-2

TO: ☐ REGIONAL FEDERAL HIGHWAY ADMINISTRATOR, REGION NO. ____

CONTROL NO. DOT 467419

☒ DIVISION ENGINEER Salem, Oregon
(CITY AND STATE)

☒ Please reply, by the due date shown, directly to the addressee and send a copy of your reply to the Washington office. ATTN:C. Lopez:HEV-2 & also HED-010

☐ Please telephone, by the due date shown, a draft reply to the Washington office to assist in further reply to the addressee.

☐ Please telephone, by the due date shown, a report to the Washington office to assist in further reply to the addressee.

NOTE: Be sure to show the control number, correspondence code and name of addressee on any reply memorandum. Please notify the above-coded office by telephone should the due date be impracticable to meet. Telephone and written information should be forwarded to coded office above.

Form PR-517B
(Rev.3-72) Previous editions may be used.

ACTION
is assigned to
FILE FRONTS
CONTROL NO:
467419
SIRS S-10

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'78 ... 11 PM 4:04

July 7, 1978

EXECUTIVE SECRETARIAT

CERTIFIED MAIL

The Honorable Brock Adams
Secretary of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Secretary Adams:

Re: Abuse of Federal Highway-Funding Process

I am writing to you concerning an abuse of the federal highway-funding process. A state agency is threatening the loss of federal funds to force local approval of a specific design of a project. That design might otherwise be rejected at the local level. That design may violate federal policy.

I. Facts

A. Oswego Creek Bridge is part of State Highway 43 in the City of Lake Oswego, Oregon. The Oregon Department of Transportation (ODOT) plans to use federal funds to widen Oswego Creek Bridge from two lanes to at least four lanes. The cost is projected to be about $1.4 million.

B. Oswego Creek Bridge crosses Rogers Park, a heavily used park of local significance. Rogers Park is one of the few parks on the west side of the Willamette River in the Portland area. Although small, Rogers Park contains areas for swimming, fishing, hiking, picnicking, and playing baseball and soccer.

C. Most people believe that the present bridge, which is 19 feet wide, is too narrow for "comfortable" driving. However, many people, including a civil engineer who has studied the project in detail, believe that a wider two-lane bridge would be a reasonable and prudent alternative. Such a bridge

would take no additional park land because it could be built on the existing base (according to ODOT). Even with an expansion of the base, such a bridge would take much less park land.

D. ODOT's traffic projections show that a wider two-lane bridge would adequately handle the traffic on the highway itself for the next 20 years. However, ODOT feels that rush-hour traffic might back up on an intersecting local street unless there is a four-lane bridge and a stop light. ODOT's feeling is based on the assumption that there will be no substantial percentage increase in the use of mass transportation during the next 20 years. However, many people feel that it is reasonable to hope for a large, long-run increase in the use of mass transportation.

E. Building a wider two-lane bridge would save hundreds of thousands of dollars compared to building a four-lane bridge. However, because of the use of 90-percent federal funding, ODOT and the City of Lake Oswego have little or no monetary incentive to consider low-cost alternatives.

F. A four-lane bridge will probably encourage commuting by automobile in the transportation corridor which runs down the west side of the Willamette River. If so, energy will be wasted, and air quality will worsen. A four-lane bridge would have major negative impacts on Rogers Park.

G. Many local people feel that saving park land, saving energy, saving air quality, saving government money, and encouraging the use of mass transportation are more important than the possible delay of rush-hour traffic on a local street at some time within the next 20 years.

H. ODOT has blocked serious discussion of any bridge under four lanes. ODOT has repeatedly told the City Council and the public that ODOT will block federal funding for any project of less than four lanes. Please see the letters attached as Appendix A.

II. Question

In light of the federal policy of trying to save park land (23 USC §138; 49 USC §1653(f)) and in light of President Carter's energy policy, will ODOT be allowed to prevent local consideration of potentially reasonable and

prudent alternatives* by threatening to block federal funds for any bridge under four lanes?

I regret bothering you with a local problem. However, this local problem is being created by the abuse of the federal highway-funding process and cannot be solved locally.

Sincerely,

Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, OR 97034

JDK:ljp
cc: The Honorable Mark O. Hatfield
Senate Office Building
Washington, DC 20510

The Honorable Bob Packwood
1317 Dirksen Building
Washington, DC 20510

The Honorable Les AuCoin
Cannon House Office Building, Room 329
Washington, DC 20515

---

* ODOT will undoubtedly argue that a wider two-lane bridge would not be reasonable and prudent. However, arguing about the merits of the alternatives does not answer the procedural question: Why has ODOT not allowed local discussion of alternatives without the threatened loss of federal funds?

ERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 10, 1978

Mr. Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, OR. 97034

Don Adams has requested that I respond to your letter of April 18, regarding statements he made regarding availability of federal funding for the Oswego Bridge. Mr. Adams advises that your recollection of his statement regarding the federal funding is correct.

The Oregon Department of Transportation could not approve a bridge design which would not adequately handle projected traffic volumes which are derived from local land-use forecasts.

The Oregon Transportation Commission must request Federal Aid Highway Funds for projects in Oregon.

ROBERT N. BOTHMAN
Administrator

RNB:clk

Appendix A

April 18, 1978

Mr. Donald R. Adams
Oregon Department of
Transportation
5821 NE Glisan
Portland, OR 97213

Dear Don:

Re: Oswego Creek Bridge

In March I attended a meeting of the Lake Oswego City Council at which you spoke regarding the availability of federal funding for bridge designs other than five lanes. As I recall your remarks, you indicated that federal funding would not be available for any design of less than four lanes because you would not approve it. This is an important point, and I was wondering if you could confirm my recollection.

Thank you.

Sincerely yours,

Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, OR 97034

JDK:ljp

Appendix 14

March 28, 1978

Mr. Craig Markham
Oregon Department of
Transportation
5821 NE Glisan
Portland, OR 97213

Dear Mr. Markham:

Re: Oswego Creek Bridge

I understand that the Oregon Department of Transportation will consider various proposed designs of the Oswego Creek Bridge in the declaration of negative environmental impact. Specifically, I understand that the Department will consider three-, four-, and five-lane designs (as well as the "no build" alternative). I feel that limiting the declaration to designs of three lanes or greater would omit one of the most favorable designs.

The Department should consider the following alternative: (1) the Department designs a four-lane bridge which can be built as a pair of two-lane bridges; (2) the Department constructs a single two-lane bridge about 30 feet in width with no stop light (expanding upon the existing base); (3) the Department uses elsewhere the money saved by not building a four- or five-lane bridge; (4) if and when needed and desired, the Department constructs the second two-lane bridge to make a four-lane facility (with a stop light); (5) all governments encourage the use of mass transportation so that the second two-lane bridge may never be needed.

The proposed "two-plus-two" alternative has the following advantages:

(a) The bridge will certainly be wide enough for current needs and for needs in the near future;

(b) The bridge will be unquestionably safe;

(c) Options will be kept open with no loss of efficiency (options are valuable because the energy crisis and other factors may result in unpredictable changes in transportation methods);

(d) Money will be saved;

(e) Rogers Park will be damaged much less than by the four- or five-lane designs;

(f) Mass transportation will be encouraged (a four-lane bridge will be an open invitation for commuting by automobile); and

(g) The character of the area will be preserved.

The proposed alternative appears to be practical. I understand that numerous four-lane bridges in this area actually consist of pairs of two-lane bridges which were built at substantially different times.

Thank you for considering this matter.

Very truly yours,

Joel D. Kuntz

JDK:ljp

9378

CITY OF LAKE OSWEGO

July 21, 1978

Corky Kirkpatrick, Chairman
CRAG Board of Directors
527 SW Hall Street
Portland, Or 97201

Dear Corky:

Enclosed are two resolutions unanimously passed by the Lake Oswego City Council, calling for voter approval for widening Boones Ferry Road and the Oswego Creek Bridge. As you know, these measures had originally been scheduled for earlier voter approval but citizens were indicating concern about design aspects of both proposals, so Council delayed the vote until the problems could be ironed out. Due to peculiarities of our Charter, it was impossible to modify the designs while advertising the elections, so one step had to be taken at a time.

I want to emphasize that the delayed vote in no way indicated a lack of support by citizens and the City Council of the need for the improvements. The Lake Oswego City Council feels strongly, however, as we know CRAG does, that when concerns are expressed by citizens, the City Council should be responsive to them. We have dealt with these concerns now, and we feel both measures have strong community support.

With the passage of these measures in November, the Lake Oswego City Council urges CRAG support to fund these projects. The regional and local need remains urgent; the proposals will have been refined in response to citizen concern; the preliminary engineering completed. All that remains for consummation is continued CRAG support.

Sincerely,

Bill Gerber

William H. Gerber
Mayor

WHG:hb

cc: Denton Kent
CRAG Board of Directors
CRAG Transportation Committee
Oregon Department of Transportation
City Council Members

RECEIVED
JUL 26 1978
OFFICE
DIRECTOR of TRANSPORTATION

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

9378

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: July 11, 1978

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Oswego Creek Bridge
City Council Meeting

RECEIVED
TECHNICAL SERVICES
JUL 12 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
cc Worstell
Hart
Potter
Terpin
Moulton
7-14-78

The Lake Oswego City Council met on June 27 to determine which Oswego Creek Bridge designs would be submitted to the voters in November, 1978. The full seven-member city council attended. About ten people were in the audience, in addition to Don Adams, Jim McClure and Wayne Schulte representing ODOT. Public testimony was not being sought by the council at this session since that opportunity had been provided at the City hearing in April.

In May, the council had passed a resolution requesting ODOT hold several public information meetings prior to the May 18 ODOT public hearing for the project. Based on evidence from the public, ODOT was to submit to council for approval both four-lane and four-lane with left-turn refuge design plans. It was assumed from this request that the council members were concerned that the general public be well informed to enable them to provide reasoned testimony at the hearing. ODOT complied with the council's request and following the hearing, prepared a rather extensive hearing and project report. It included an analysis of all hearing testimony and a copy was submitted to each council member for review on June 15.

Council members began the meeting with a brief discussion on whether both a four-lane and four-lane with left-turn refuge plan should be placed on the ballot. They decided that placing both designs before the voters would be very confusing and that only one design should be advanced.

The merits and drawbacks of the build alternatives were then discussed. Several questions were asked of Nowzad Othman, Lake Oswego Director of Public Works, and Don Adams. Nowzad reiterated his preference for the four-lane with left-turn refuge plan because of its better traffic handling capabilities. Don stressed that plan would provide a safer facility because of the separate lane for left-turn moves to McVey.

A motion was then made to place the four-lane with left-turn refuge plan on the ballot. The motion failed, however, by a four to three

margin. They then passed a motion placing only the four-lane design before voters in November.

As a result of other motions passed by the city council, the proposed project will include these optional design features: an 8-foot sidewalk/bikeway on the east side of the bridge, a 5-foot walk on the west side, a new park access road at the McVey intersection, and a 4-foot by 16-foot viewing vista along the sidewalk on each side of the structure.

The proposed traffic signal at the McVey/State Street intersection is not an optional feature of the project. All council members were made aware of this during the deliberations.

Council members also passed a motion directing Lake Oswego officials to seek funds from CRAG to extend the easterly sidewalk/bikeway to Laurel Street.

The council's decision to only take the four-lane plan to the voters has, I feel, made a sham of the citizen involvement process for the project. They have ignored the preference of the CAC and the large number (22) who submitted hearing testimony in favor of the four-lane with left-turn refuge plan. Only two people out of 44 rated the four-lane plan as their first choice. Council's action was also contrary to the recommendation of the Lake Oswego Director of Public Works and ODOT.

WS/ldo

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
D. R. Adams
J. D. McClure

1518

2.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

June 15, 1978

MAYOR BILL GERBER AND
CITY COUNCIL MEMBERS
City of Lake Oswego
P. O. Box 369
Lake Oswego, OR 97034

NOTED
E. S. HUNTER

The Oregon Department of Transportation (ODOT) held a formal public hearing on May 18, 1978, to receive testimony relative to the Oswego Creek Bridge project. Approximately 75 people were in attendance at the hearing.

Based on the public's comments, it is obvious that overwhelming support exists to widen the present narrow structure. As expected, citizens expressed differing opinions on what should be included in the project. As requested by resolution, adopted by the City Council at their May 2 meeting, attached is the hearing study and project report, presenting evidence received by the public. Included in the report is a complete transcript of the hearing, ODOT's recommendations, and discussion of the project along with, for approval by the City Council, both a four-lane and five-lane bridge design plans. In order to meet the project development schedule attached, City approval of design plans is needed about July 7 to meet the requirements of the charter, forwarding the project to the November election. It will be necessary to prepare and publish the first of four newspaper display ads in July. The ads must show the length, width, route and general design of the proposals. Our staff will make the necessary changes to the plans, reflecting your recommendations for the display ads.

If the Council chooses to advance both alternatives to the election, plans for each should consist of similar features. We, therefore, recommend the Council consider if it desires to modify the various features such as the park access, sidewalks, concrete shoulder barriers, viewing platforms, etc.

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JUN 16 '78
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FOR

Info	Invest	R/D	C/R	Ign	Act	File

After carefully weighing hearing testimony, citizens advisory committee recommendations, and technical support, ODOT recommends the four-lane with left-turn refuge design alternative be constructed. While this design is more acceptable, from a traffic handling and safety standpoint, ODOT would support a four-lane roadway if the City Council chooses to place it on the ballot and it is preferred by Lake Oswego voters.

Again, may we stress the importance of your early attention to this matter so display ad mapping can be expeditiously performed.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

Attachments

cc: Marguerite Leche, CAC Chairman
F. B. Klaboe
E. S. Hunter
R. N. Bothman
E. L. Hardt
G. A. Potter
D. R. Adams
M. J. Klotz
W. R. Schulte

OSWEGO CREEK BRIDGE

Project Development Process

May 1 - May 15	Public Informational Meetings
May 17	Hearing Informational Meeting
May 18	Formal Public Hearing
May 18 - June 2 (15 days)	10-day Period for Written Testimony Following Hearing and Preparation of Transcript
June 2 - June 16	Prepare Hearing Study Report
June 12 - June 16	ODOT Recommendations of Design Based on Hearing Testimony and Study Report
June 20	ODOT Recommended Bridge Design to City Council
July 7	City Recommendations to ODOT for Preparation of Final Legal Ad
July 7 - July 17	ODOT Preparation of Final Legal Ad
July 17 - July 21	City Concurrence and Recommended Ballot Measure to be Forwarded to November Election and Final Legal Ad
July 27	Legal Ad
August 24	Legal Ad
September 21	Legal Ad
October 26	Legal Ad
November 7	Election
November 7 - November 17 (10 days)	Approval of Design by City Resolution
November 17 - January 1	Preparation of Final Environmental Report Based on Approval Design
January 1 - April (4 months)	Department of Interior (4F Statement) and FHWA Approval of FEIS
April - November (7 months)	Program Final Design Funding Through FHWA and Final Bridge Design Phase
November - February, 1980 (3 months)	Program Construction Funding Through FHWA, Advertise Bid Letting and Bid Letting

ldo

STATE OF OREGON

INTEROFFICE MEMO

TO: JIM McCLURE
Project Development Engineer

DATE: May 22, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Oswego Creek Bridge

Please prepare a hearing study report for transmittal to the city council within the next three weeks. I would like to have it to them if possible in two weeks.

I would like the format to parallel the format developed by Bob Sandmann for the Banfield Transitway Project.

I'd like to include in this report a brief summary which I think Wayne has already put together of the several public meetings back to the first of the year that have been held on the project. I would like also to have a good documentation of the citizen advisory committee effort.

The purpose of this report would be the same as the purpose of the Banfield report, and that is to provide the catalyist for the city council to make a decision to move toward an election in November. In no way do I want any holes left open to leave room for further deliberations. I think we have reasonably well completed the process. We need to document that and provide the necessary reports so that the council can act.

I would like a firm recommendation in this report to the city council. That should include a definite response to the questions that have been presented, like Bob did on the Banfield. I think you can categorize the questions into a series of issues such as the signal, the park road, the pedestrian bicycle path, the number of lanes, etc. and then under each of those issues, develop a response to the issues that have been raised.

We need to really put a maximum effort to build a case for construction of a four-lane plus left turn lane facility. We further really need to build a case that the four-lane is the absolute mimimum and it is a design which we will predict and advise the council will be inadequate within the design period that we're looking at.

Wayne should attempt to expedite the hearing transcript so it's available to go into this document.

Wayne should proceed to set up a meeting with the city council in approximately three weeks. I would like that to be scheduled the 2nd week in June (June 12-16). I'll be gone the first full week in June.

RECEIVED
DOT OPERATIONS
MAY 23 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc: F.B. Klaboe
D.R. Adams
W.R. Schulte

po

81-125-1387

9378

Ralph J. Fronville
16920 S.W. Greentree Avenue
Lake Oswego, Oregon 97034

RECEIVED
TECHNICAL SERVICES
MAY 15 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Hgn | Mgt | Fin

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Gentlemen:

From the study of the Draft Negative Declaration concerning the project of a wider bridge over Oswego Creek, I wish to formulate the following basic comments:

1. If the bridge is to be widened, the four lane proposal seems the most adequate if combined with the installation of traffic lights at the foot of McVey Avenue. The outside southbound lane of State Street should become a Y far enough from the bridge to permit uninterrupted access to McVey and two lanes would remain to approach the bridge.

2. There should be no access to George Rogers Park opposite McVey Avenue. Entrance to the park should be made only through Ladd Street. It is obvious that the location of the present ungraded access was never meant to accomodate any type of traffic. A car northbound slowing down to enter the park or a car exiting from it at low speed would be a serious traffic hazard, all the more since this access is in a curve of the road.

3. A bicycle/pedestrian path should be sufficient on the east side of the bridge as its use would be quite limited, provided that it be connected to the present bicycle path on Highway 43.

However, these comments would be of no value if one main and most important condition were not considered: the widening of the bridge must be equated with the widening of Highway 43 south of the bridge. It is unconceivable that the southbound traffic at the peak hour of the evening coming from two lanes on the bridge could be absorbed by the present one southbound lane system of this highway. The bottleneck that would result would back up for some distance on State Street and create traffic conditions even worse than what is experienced at present.

It is my contention that there will be many opinions voiced on that point, I beleive it is worth very serious consideration.

Very truly yours,

Ralph J. Fronville

Copy to Mr. W. Gerber
Mayor, Lake Oswego.

Environmental Section
May 15, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Jef Kaiser
Harry Woodward
Wally Bryant
Glen Green

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 15, 1978

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Oswego Creek Bridge
Public Meeting
May 11, 1978

RECEIVED
DOT OPERATIONS
MAY 16 '78
REFER TO
FOR
Info | Inves | R/D | J/R | Sign | Act | File

A public meeting to discuss the Oswego Creek Bridge project was held at Lake Oswego Junior High School on May 11. Sixteen adults and eight students were in attendance in addition to ODOT staff. Nowzad Othman, Lake Oswego Director of Public Works, was unable to attend as originally scheduled.

Advertising for this meeting was similar to that used for the May 8 public meeting. It included notices with all water bills in Lake Oswego, press releases, flyers in stores, banks, library, city hall, etc., and paid newspaper ad in the Lake Oswego Review.

Jim McClure began the meeting with a discussion of project development activities to date and also mentioned the timetable for advancing the project to construction. A design or designs will be offered to Lake Oswego voters in November. Construction is scheduled to start in February, 1980, and completion anticipated for February, 1981.

Wayne Schulte explained the four-lane and four-lane with left-turn refuge alternatives. These are the only two designs which can be supported by ODOT. A three-lane alternative has also been addressed in the negative declaration for comparison purposes. It would not adequately handle projected traffic and is not backed by ODOT.

Tom Schwab discussed existing and forecasted traffic volumes for the project. He also presented maps showing how the Oswego Creek Bridge improvements will fit into the area-wide traffic picture. Without the bridge improvements and planned TSM projects on State Street, severe congestion will occur.

Craig Markham mentioned some of the environmental considerations he has addressed in the negative declaration. He stated that in design of the project, one must carefully consider both aesthetic and engineering aspects. Craig said that his analysis showed a three-fold increase in bus ridership would be needed to accommodate 1995 traffic on the bridge if only a two-lane roadway as exists today were provided. It is, of course, unrealistic to assume that transit use will be of that magnitude in 1995.

The meeting was then opened to questions and answers. They included the following:

Q: Why widen bridge to four lanes when there are only two lanes south of bridge?

A: At least a four-lane bridge is needed to provide adequate traffic volume capacity at the McVey intersection. The two-lane facility south of the bridge can handle forecasted traffic since there are no signals to interrupt flows.

Q: Could traffic signal at Lakewood School be set to eliminate the need for a signal at McVey and two lanes southbound on bridge?

A: The green time required for southbound flows would be so great that McVey traffic to north would experience intolerable delays.

Q: Will northbound traffic be backed up to south of bridge?

A: Two lanes northbound on bridge will provide ample (500 feet) storage area for motorists awaiting traffic signal change at McVey.

Q: Can roadway widths of designs presented be reduced?

A: Difficult to reduce roadway width. It is possible to reduce overall structure width by eliminating shoulder barriers and sidewalks.

Q: Will 8-foot walk on east side be signed for bicyclists?

A: Probably not until it is extended to the south to connect to existing bikeway at Laurel Street.

Q: Won't traffic simply back up on State Street north of project if bridge is improved?

A: With planned TSM improvements on State Street, traffic level of service will be satisfactory.

Q: What is projected transit ridership in 1995?

A: It is 8% for all trips in CRAG region.

Q: Will City Council make decision on which designs to take to November election?

A: Yes.

Q: Are there any plans to widen McVey?

A: The City of Lake Oswego has intentions of widening McVey which could include three lanes between State Street and the McVey bridge.

Q: Does project need to be built to accommodate future population growth?

A: Yes. Federal and State funds would not be expended for a bridge improvement that would not handle 1995 traffic.

Q: When would construction start?

A: February, 1980.

Q: How long would construction take?

A: One year.

Q: Will traffic need to be detoured during construction?

A: Work will be staged to allow traffic to flow through project during construction. Off-peak flows may need to be infrequently detoured.

Q: Will the $1.6 million reserved for the project be sufficient if the construction doesn't begin until 1980?

A: The present estimates are based on 1978 prices. They do include 40% for engineering and contingencies which may provide a sufficient funding cushion for a 1980 contract.

A few comments also heard from the audience during the evening were:

I don't believe the recent City Council action which removed the four-lane with left-turn plan from the May election represented the desires of a majority of Lake Oswego residents.

Feels the left-turn refuge should be constructed to eliminate back ups in northbound inside lane at McVey intersection.

Did not want Oswego Creek Bridge to resemble Kruse Way structure over I-5 since he thought it unsightly.

Felt bridge shouldn't be widened to provide easy access to Lake Oswego for residents outside the city.

Wants safe bridge but narrowest possible. Stressed need not to sacrifice safety.

WS/ldo
cc: F. B. Klaboe R. N. Bothman J. D. McClure
E. S. Hunter D. R. Adams

STATE OF OREG

INTER ICE MEMO

RECEIVED
TECHNICAL SERVICES
MAY 12 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: R. N. Bothman, Administrator
Metropolitan Branch

DATE: May 11, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Oswego Creek Bridge Section
Oswego Highway No. 3

NOTED
E. S. HUNTER

An analysis of the level of service provided by three bridge design alternatives has been conducted for the subject section. This analysis was conducted using projected 1995 traffic volumes and assume a signal installation at the intersection of McVey Avenue with the Oswego Highway.

The bridge alternatives consist of three, four, and five lane structures. Diagrams showing the design alternates are attached to this report. The following table shows the results of over-all intersection level of service for each alternative.

Bridge Alternate	Level of Service AM	PM
3 Lane	F	E
4 Lane	E	C
5 Lane	D	C

Based on the better level of service provided, i.e., no congestion behind vehicles waiting for acceptable gaps in the opposing traffic to make left turns and improved safety conditions due to the reduced potential of rear-end accidents of following vehicles hitting left-turn vehicles stopped in the inside lane, it is recommended that the five-lane alternate be constructed.

The four lane alternate, while less desirable, is acceptable provided that the Oswego Highway traffic maintains a D level of service. This is possible through allocation of longer green signal time. However, this would result in a poorer level of service for McVey Avenue (E-F during the AM peak) with longer backups and more than one signal cycle required to clear the traffic approaching on McVey Avenue.

The three lane alternate appears to produce unacceptable conditions. To maintain an acceptable level of service for the Oswego Highway, the proposed signal with McVey Avenue would need to be deleted. However, this would eventually result in intolerable delays for McVey Avenue based on the projected traffic of 18,000 by 1995.

ACCIDENT ANALYSIS

During a three-year study period from January 1, 1975 through December 31, 1977, there have been four left-turn type accidents. These accidents contained two injuries and two property damage only accidents. With this

accident history, $50,000 can be justified to provide a left-turn refuge. It would be expected that the number of accidents preventable by a left-turn lane would increase in the future, when traffic volumes increase and the amount of money justifiable based on safety benefits would also increase.

With the backup which would result on McVey Avenue with the three or four lane alternates, it is expected that drivers would take chances to get onto the highway resulting in some drivers running red signal indications. This causes us much concern about the safety problems which may occur at the intersection with the three and four lane bridge alternates.

[illegible] SIGNED

L. E. George
Traffic Engineer Supervisor

JH:ds
Attachment

cc: E. S. Hunter
J. H. Versteeg

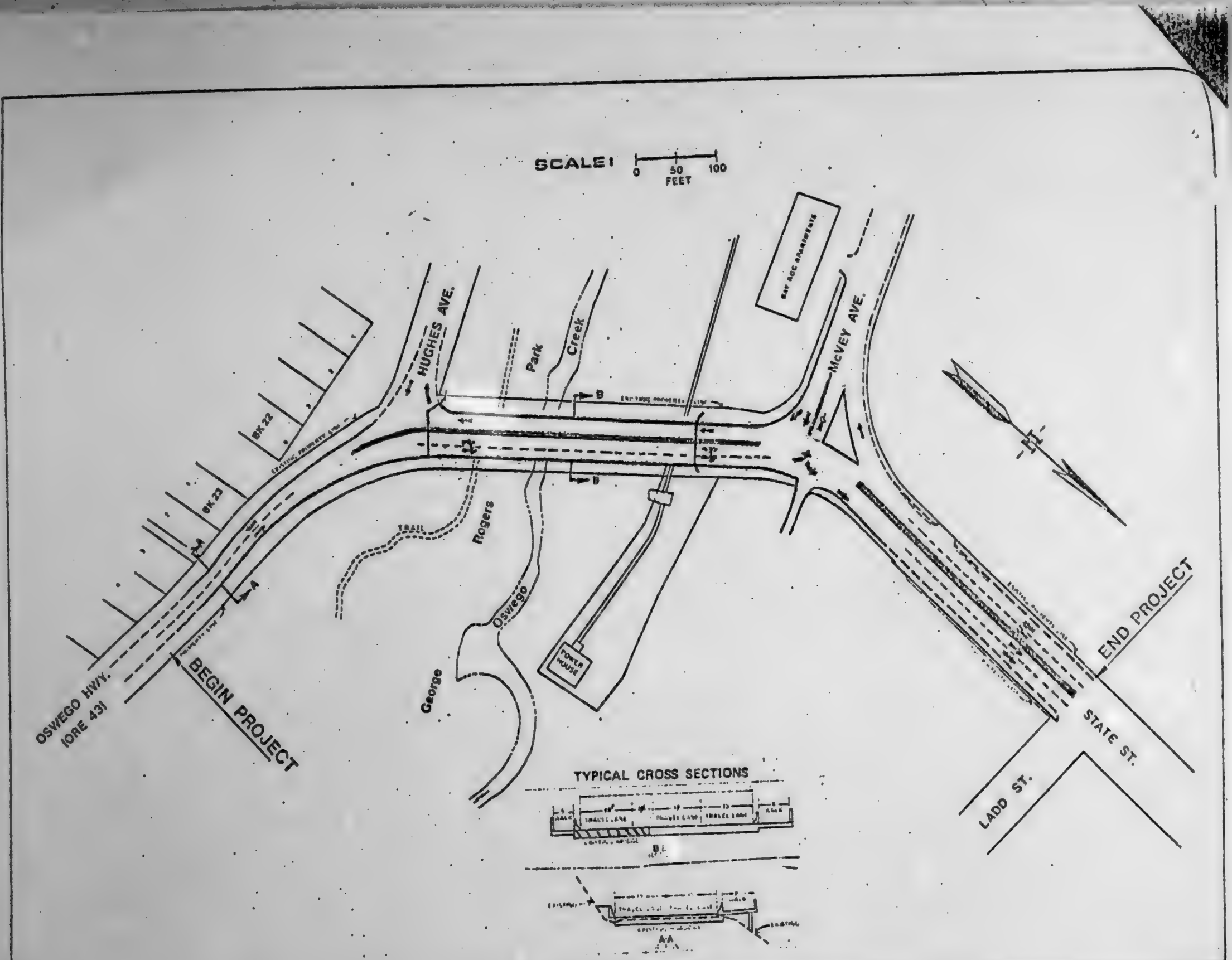


Figure 3. Three-Lane Alternative

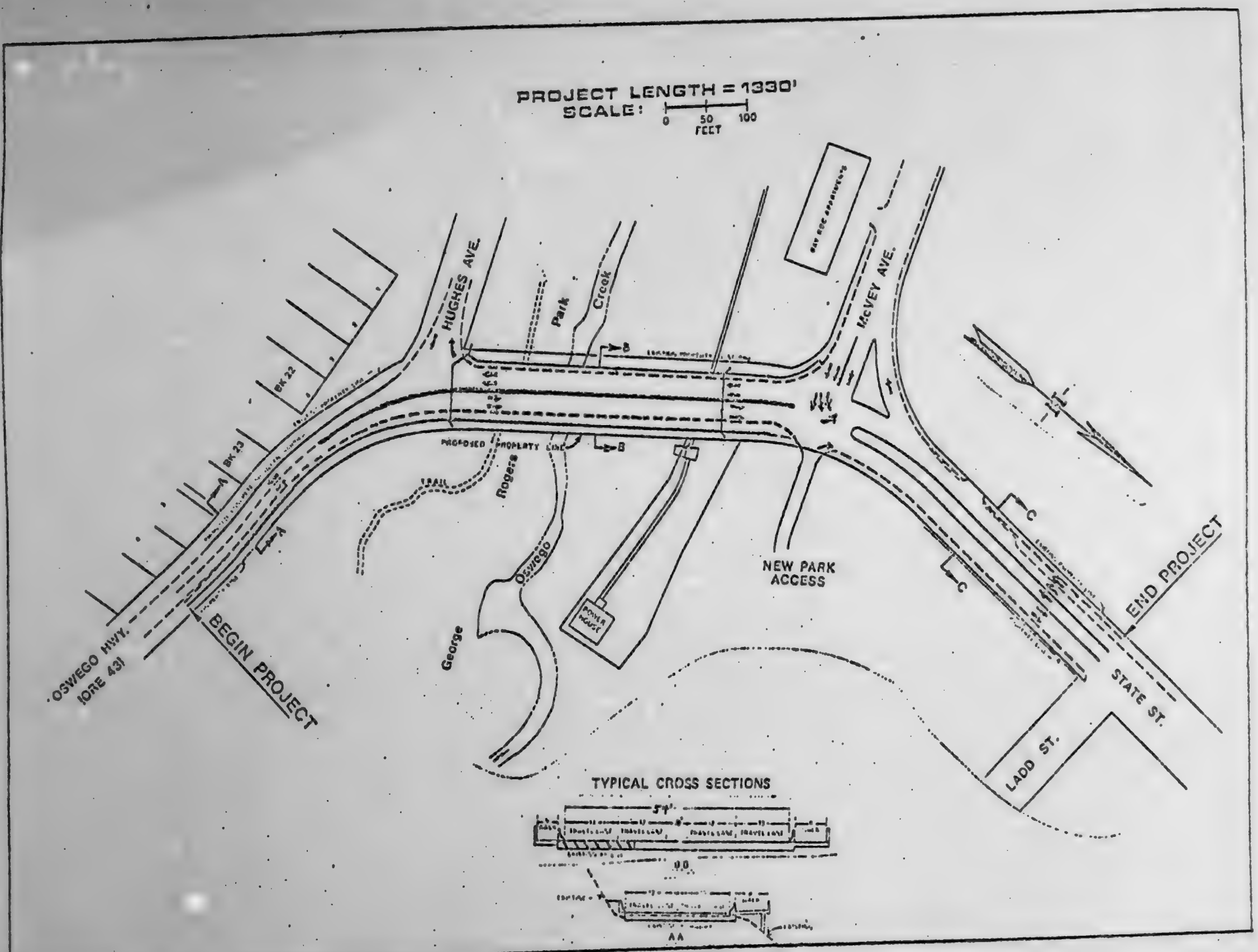


Figure 4. Four-Lane Alternative

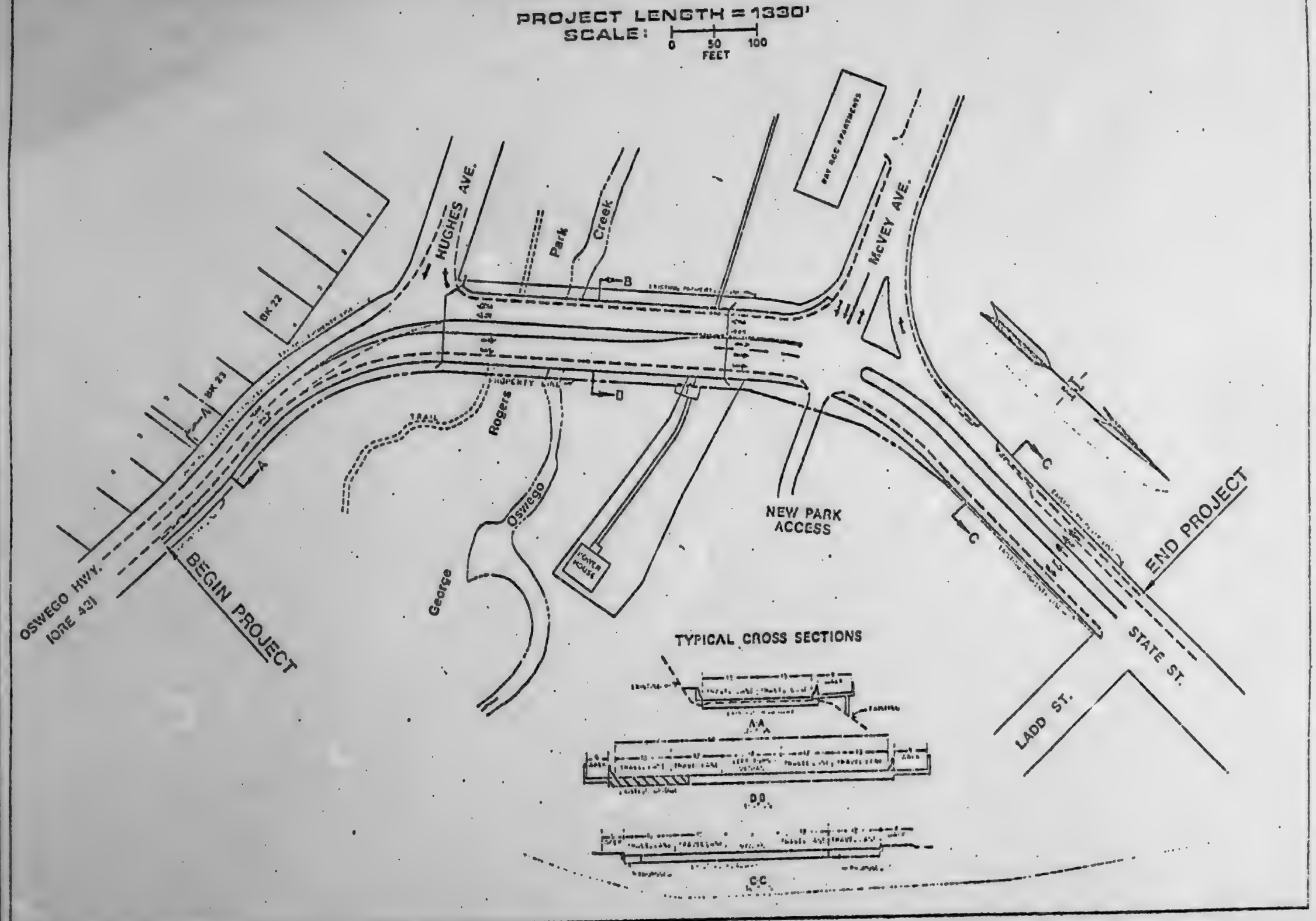


Figure 5. Five-Lane Alternative

9376

5-10-78

3-1950 L
(130)

RESOLUTION R-78-18

A RESOLUTION OF THE CITY OF LAKE OSWEGO REQUESTING THE DEPARTMENT OF TRANSPORTATION TO SUBMIT DESIGN PLANS FOR THE OSWEGO CREEK BRIDGE

WHEREAS, the Oregon Department of Transportation has proposed to widen the Oswego Creek Bridge; and

WHEREAS, the City Charter requires such projects to be submitted to a vote of the people for approval by the City; and

RESOLVED, that the City Council reaffirms its support of some form of bridge expansion; and

RESOLVED, that the City Council hereby requests the Department of Transportation to hold its previously scheduled hearing on 18 May 1978 on its Draft Negative Declaration of Environmental Impact; and

RESOLVED, that the City Council request the Department of Transportation to schedule public information meetings on the Bridge Project prior to the 18 May 1978 hearing; and

RESOLVED that, based on the evidence received from the public, the Department of Transportation submit to the City Council for approval both four-lane and five-lane Bridge design plans; and

RESOLVED, that the City Council submit design plans to the voters for approval at the general election in November 1978.

Read and adopted at the regular meeting of the City Council of the City of Lake Oswego held on 2 May 1978

MA PDM PDE TSE SPC
ODOT - METRO
MAY 10 1978
AM PPS ebg RULE T/A

AYES:

NOES:

ABSTAIN:

ABSENT:

DATED:

William H. Gerber, Mayor

ATTEST:

Helen D. Bush, Recorder

APPROVED AS TO FORM:

Lawrence Wm. Jordan, Jr.
City Attorney

cc: Bothman
Adams
McClure
Seletha

9378

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 14, 1978

In reply refer to: HEC.2-OR

SUBJECT: Oregon Project M-9565(5)
Oswego Cr. Bridge & McVey Ave
Intersection Signals
Draft Negative Declaration
Clackamas County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

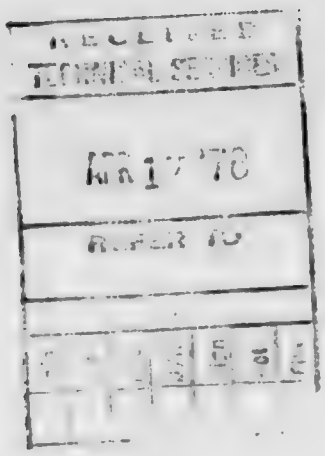
TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

The document for the subject project has been approved on

April 13, 1978, and hand carried to the Environmental Section.

P. V. Reed for
G. L. Green

cc:
D. H. Moehring, Proj Mgt
Region 1, Env.



9378

DIRECTOR'S FILE

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to File

DATE: April 6, 1978

FROM: Bob Burco RAB
Director of Transportation

SUBJECT: Meeting with Senator Walt Brown on April 4.

File

Today I had a casual conversation with Senator Walt Brown concerning the difference of a four-lane or five-lane bridge over Oswego Creek.

I have asked Don Adams to give me a briefing with maps during the evening session on the Banfield hearing.

Senator Brown suggested that I might ought to talk to Ralph Core, a registered engineer in Oswego. I told Walt that I would look into the matter a bit further.

RAB:nv

cc: F. B. Klaboe
Jim Hunter

81-125-1387

FACT SHEET

Oswego Creek Bridge Project

Purpose

Replace the existing narrow bridge over Oswego Creek with a widened structure to improve traffic flow and safety.

Project Area

Oswego Highway, between Ladd Street on the north to approximately 300 feet south of Hughes Avenue.

Project Development

The Oregon Department of Transportation has prepared the design options for the project. All plans for the improvements have been jointly developed and reviewed by the project Citizens and Technical Advisory Committees.

Funding

Total funds available for construction of this project are $1.6 million. This will be split 86% Federal Aid Urban monies and 14% State matching funds.

Timetable

The Lake Oswego City Council will hold a hearing on the project April 24 at the Adult Community Center.

An environmental report (Draft Negative Declaration) is being prepared. It is anticipated the Oregon Department of Transportation public hearing will be held in mid-May, 1978, following completion of the environmental document. The four-lane with left turn alternative will be voted upon by electors of Lake Oswego at the state primary election May 23. Local, State and Federal approval is expected by October. Construction could begin by August, 1979, and completion by late summer, 1980.

WS/ldo

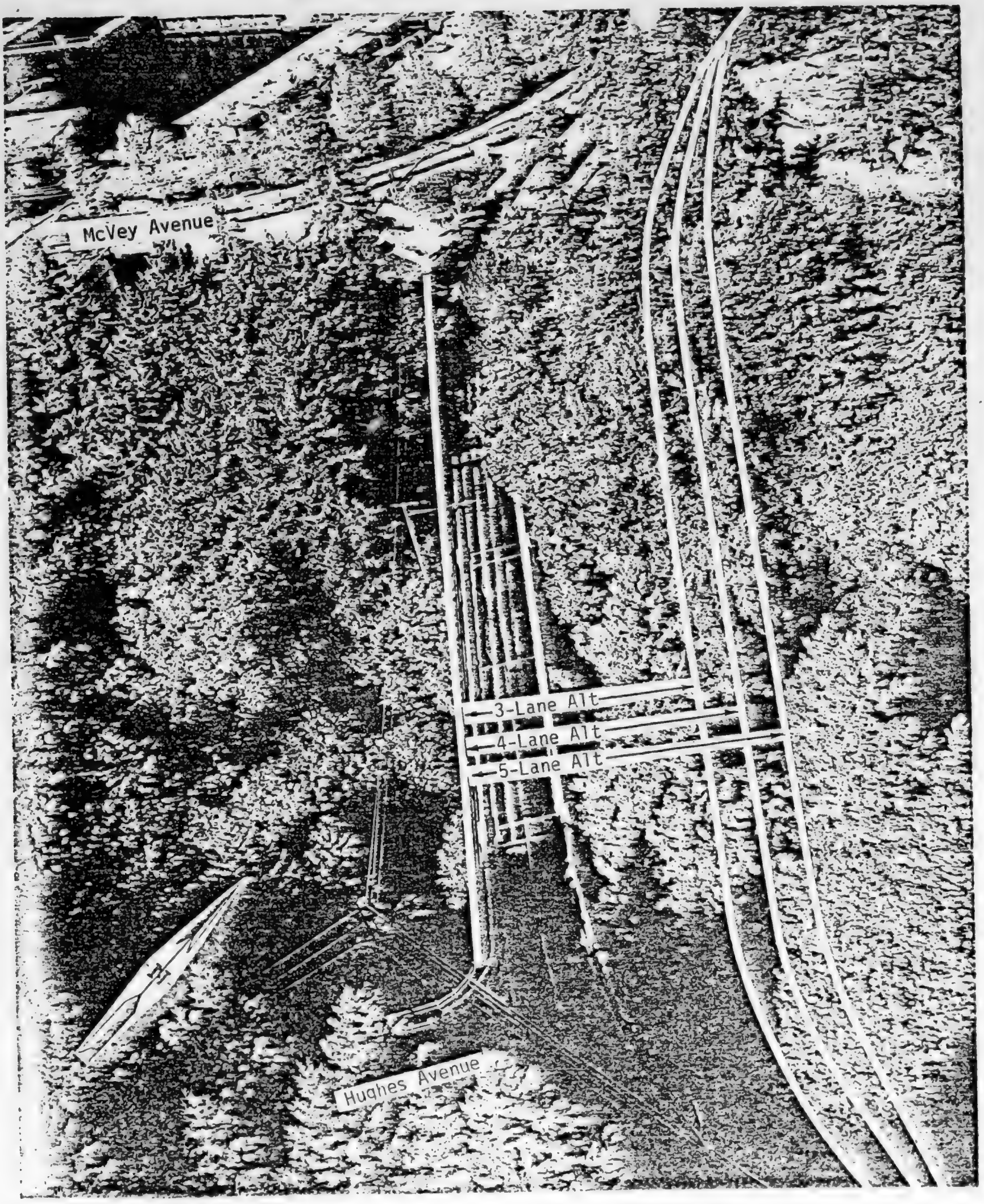
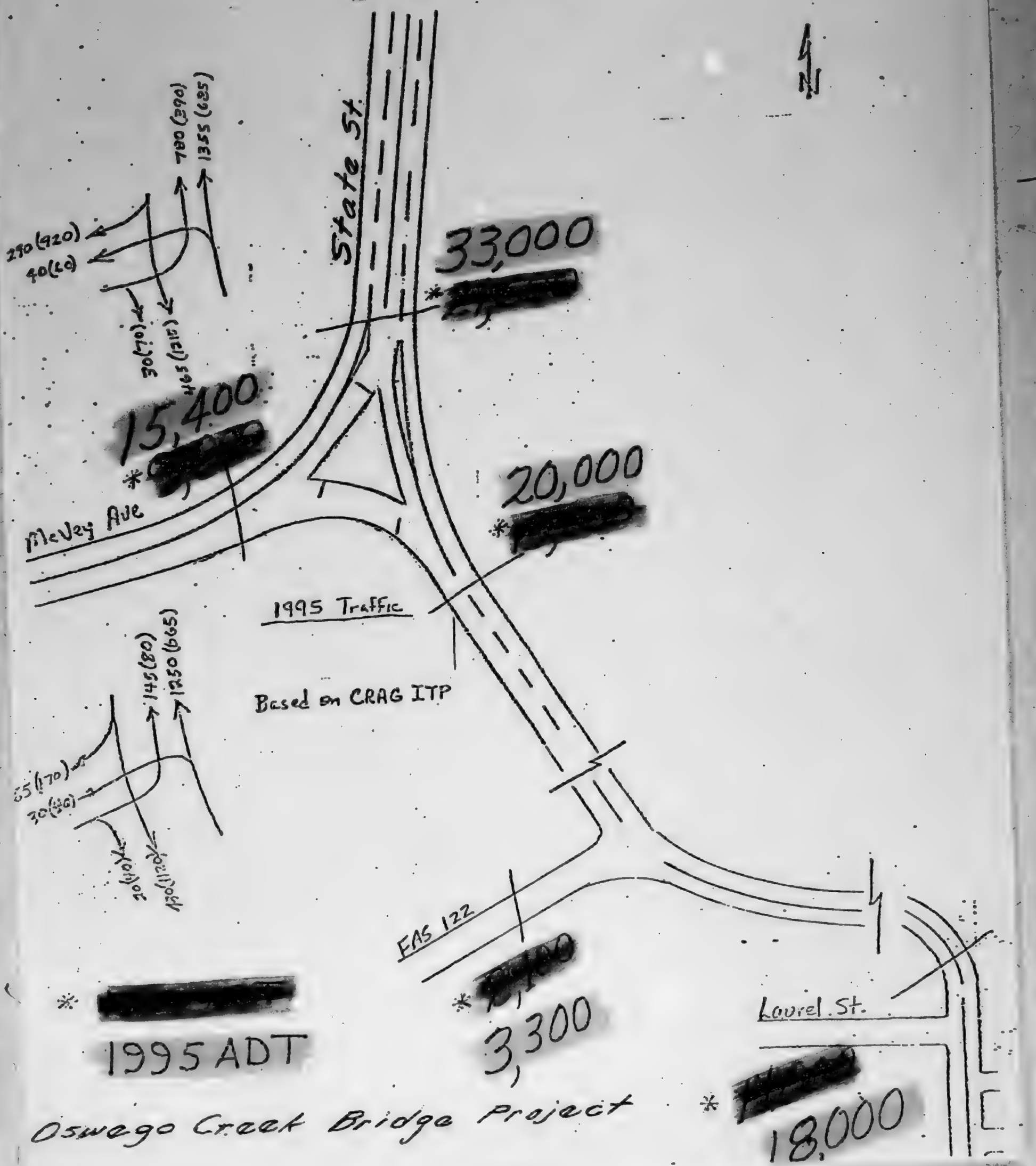


Figure 6. Oblique aerial photo of existing bridge. Widths of alternatives are drawn in.

Average Daily Traffic



Oswego Creek Bridge Project

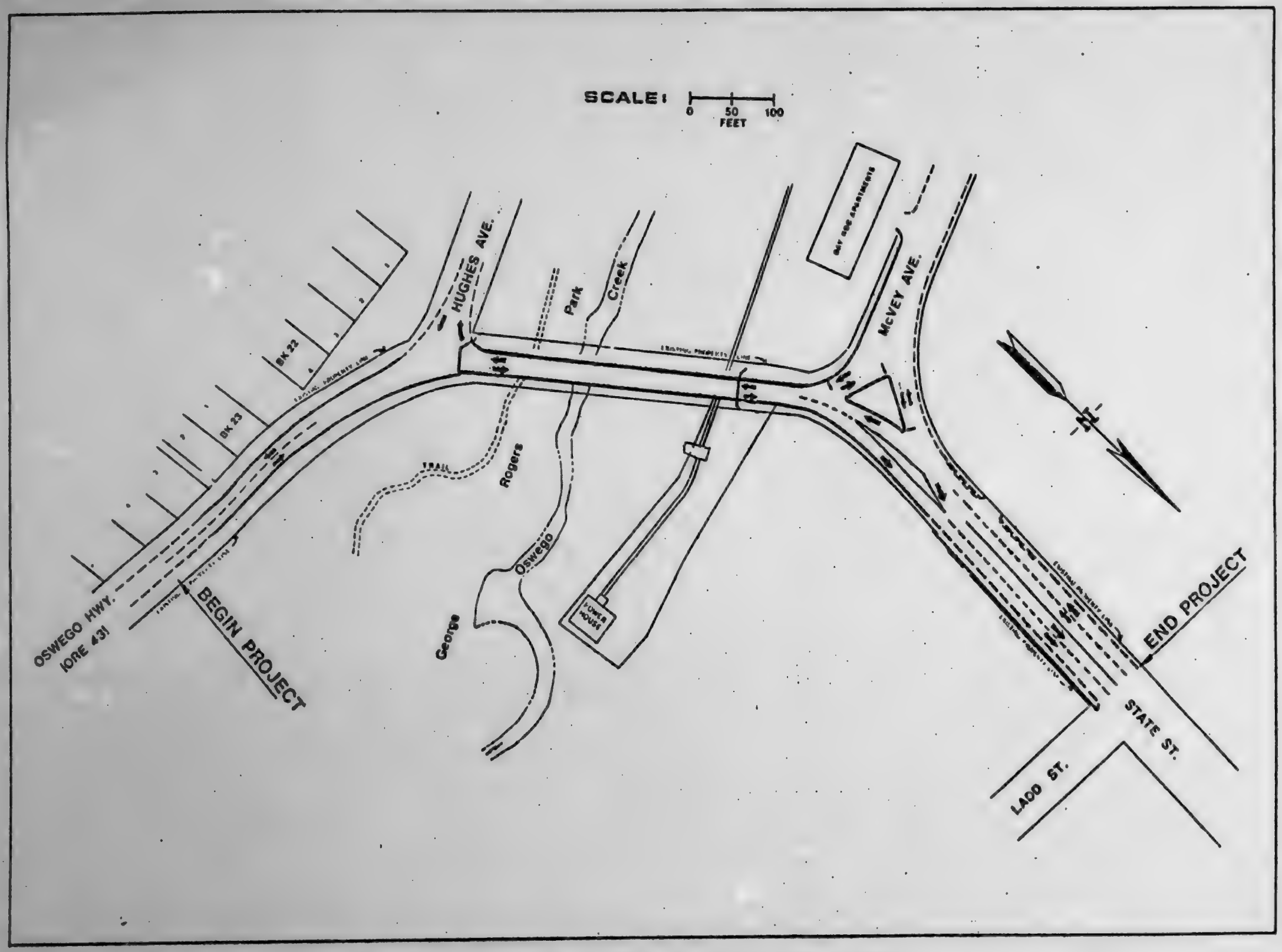


Figure 2. Existing facility (No-Build Alternative)

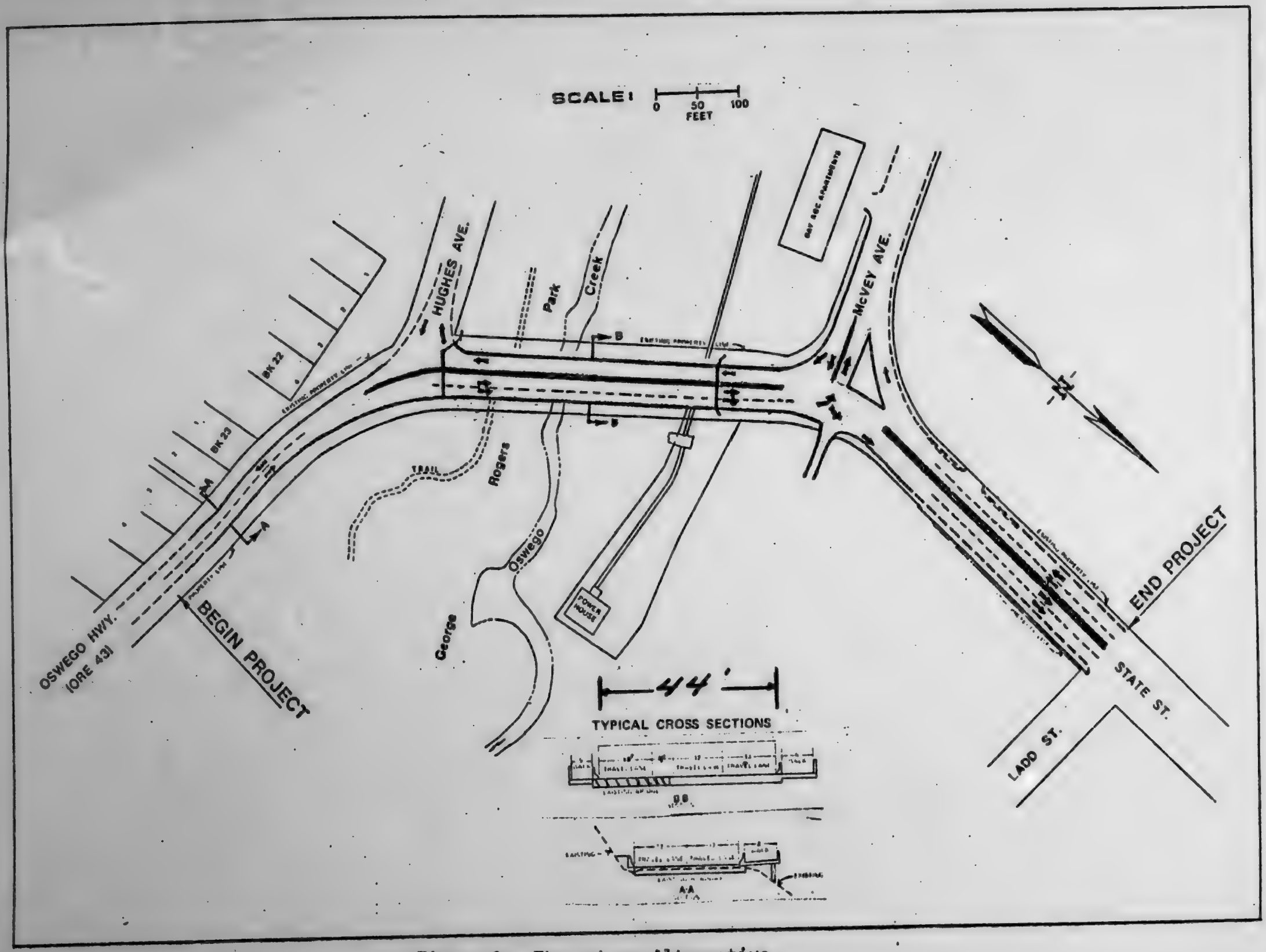


Figure 3. Three-Lane Alternative

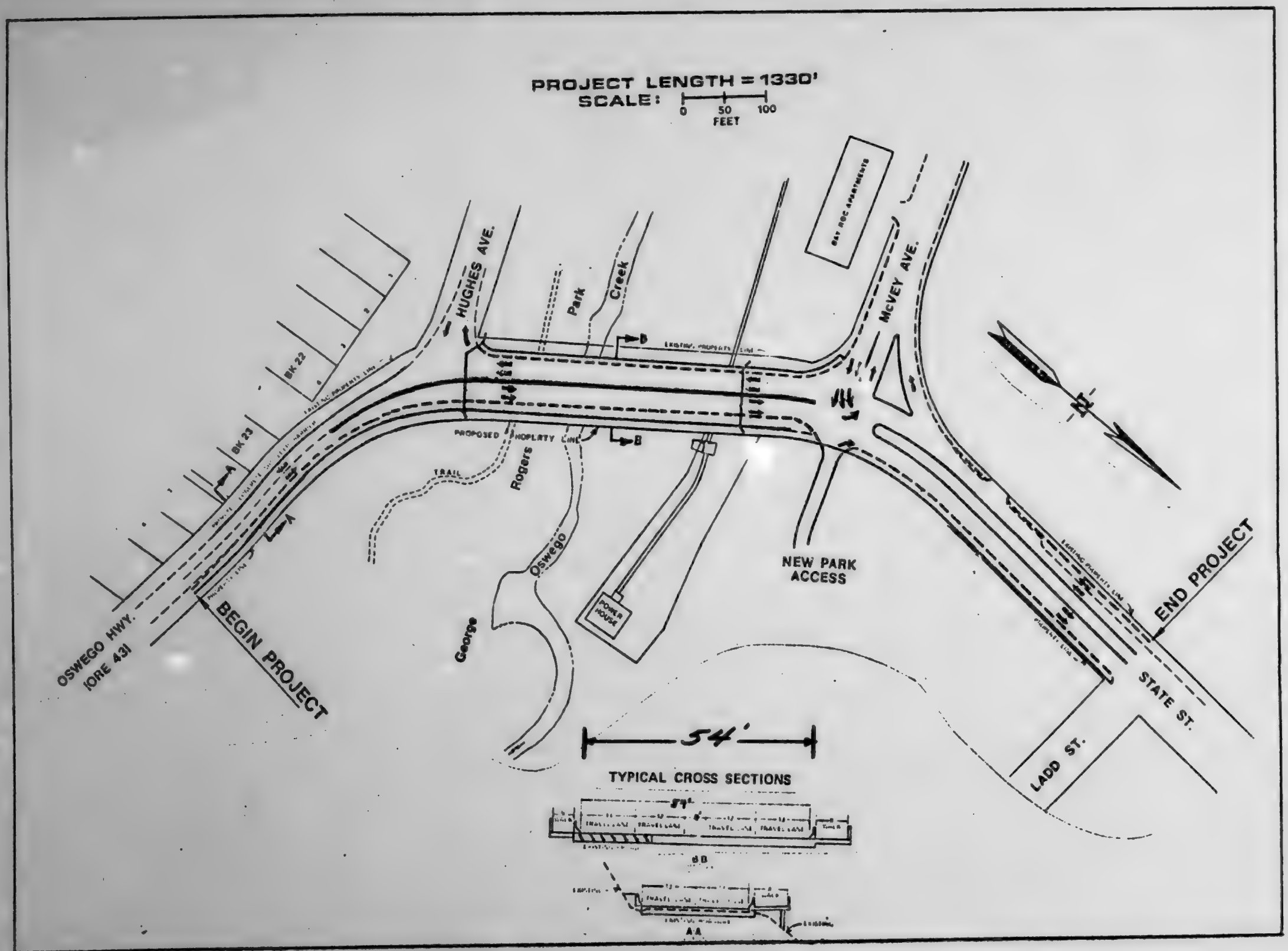


Figure 4. Four-Lane Alternative

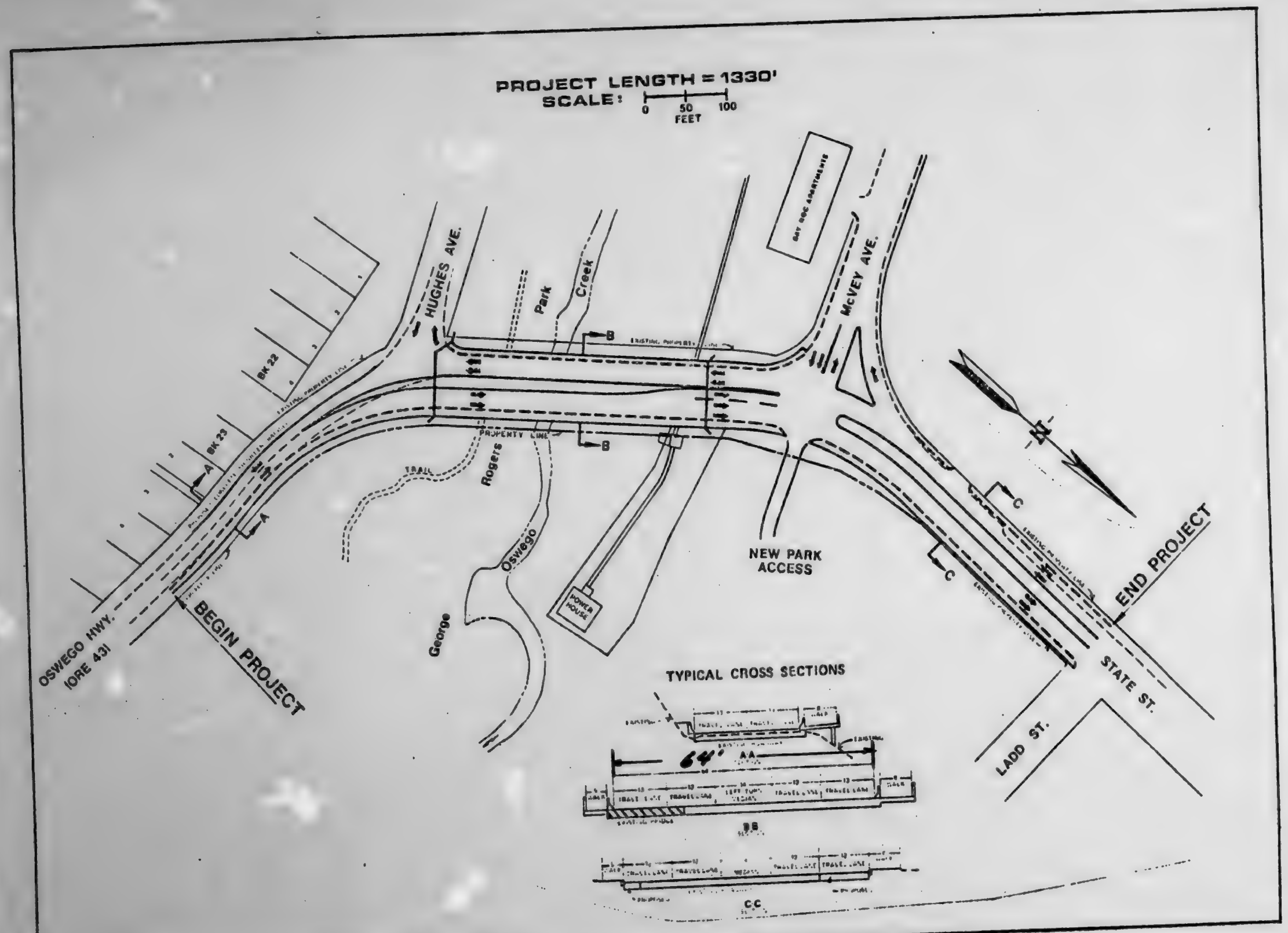


Figure 5. Five-Lane Alternative

STATE OF OREGON

INTEROFFICE MEMO

Hunter

DATE: April 3, 1978

TO: MEMO TO THE FILE

FROM: WAYNE SCHULTE
Project Coordinator

NOTED
E. S. HUNTER

SUBJECT: Oswego Creek Bridge
Citizens Advisory Committee Meeting
March 29, 1978

The fifth meeting of the Oswego Creek Bridge Citizens Advisory Committee was held on March 29, 1978, at the Lake Oswego Adult Community Center. A list of those in attendance is attached. The meeting was chaired by Marguerite Leche.

I presented a brief update of the project which included the following:

1. A public meeting was held to discuss the project on February 15. Objections to the preferred alternative (four-lane with left-turn refuge) surfaced as several people thought the proposed 64-foot roadway was too wide.

2. We briefed the Lake Oswego City Council on February 28 and March 8. At the latter meeting, the Council recommended we proceed to a May election with the preferred alternative. If considerable negative testimony is received at the City Council hearing scheduled for April 24, the project ballot measure could still be removed from the May election.

3. The preliminary copy of the draft negative declaration is complete. The document should be available for distribution on April 17. A hearing will also be conducted by the Department of Transportation. It is tentatively scheduled for May 18.

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As suggested at the last CAC meeting, we discussed a viewing platform or vista along the bridge's easterly and westerly sidewalks. We presented a drawing from the Bridge Design Section showing 4-foot by 16-foot platforms with 8 feet taper sections. Estimated cost for each of the installations would be $5,000.

After considerable discussion, the committee voted 4 to 2 in favor of adding viewing platforms. They feel the vistas should be located about mid-point of the main span and should be 6-8 feet wide if practical. Terry Shike of the Bridge Design Section is investigating the ramifications of a wider platform, especially on the west side where it would be connected to the existing structure.

81-125-1387

Craig Markham reminded the group that preliminary indications are the existing bridge could be eligible for listing in the National Register of Historic Places. There is a possibility the Historic Preservation office may recommend the proposed westerly sidewalk be built so it does not interfere with views of the secondary or upper concrete arches. Harold Long feels that the entire design of the present bridge should be carefully taken into consideration when preparing plans for the improvements. He and others felt the old westerly concrete parapet should be removed and replaced so it will be identical to the new easterly installation.

Wayne Schulte requested committee members assistance in arranging project presentations to neighborhood and business groups. Letters supporting the project from CAC members to newspapers were also suggested as a means of disseminating project facts. Displays in banks, City Hall, and the Library are also being considered.

We discussed a possible site for the ODOT hearing. It was generally agreed that I should pursue the use of Lakewood Elementary School which is located immediately north of the project on State Street.

Several other questions and comments during the meeting were:

Q: Is the Lake Oswego City staff supportive of the preferred alternative?

A: Several members are on the project technical advisory committee and that committee recommended the 64-foot alternative be presented to the CAC for concurrence.

Q: Why new park access?

A: Requested by City staff to improve wide, poorly defined present access which is deemed unsafe. It does have the potential, however, of slightly increasing vehicular travel in the park.

Q: Why build sidewalks on both sides of bridge?

A: This topic was thoroughly discussed at earlier CAC and TAC meetings. It was felt that a bikeway/sidewalk on the east side should be built throughout the project length. This will significantly decrease the amount of bikeway needed to complete a route between Laurel and Ladd streets. On the west side, it is felt considerable pedestrian use would be generated because of the nearby school and apartments and the homes southwest of the project. The proposed signal at McVey will aid pedestrian movements across the roadways.

Q: Would it be advisable to suspend sidewalks below the bridge deck?

A: Several committee members felt safety of pedestrians would be jeopardized as they used walks essentially out of public view.

WS/ldo

Attachment

cc: Metro Staff

PROJECT Oswego Creek Bridge

TYPE OF MEETING C.A.C.

TIME: 7:30 pm DATE: March 22 ,1978 LOCATION Adult Community Ctr.

ATTENDANCE LIST

NAME	ORGANIZATION	MAIL ADDRESS AND PHONE NUMBER
MARGUERITE LECHE	CHAIRMAN	636-3372
R.F. "Rocky" DeBellis		636-1809
David D. Lloyd	1st Addn Neighbors	636-1502
Walt Avery		Cedar Crk # 636-7293
GENE WHITE	C/HAMBER OF COMMERCE	635 6198 419 SEVENTH STREET
Ralph Core		
Burton Goodwin	~~1080 SW. TIMBERLINE DR~~ →	636-5992
[illegible] Adams	ODOT	928-5226
HAROLD G. LONG	CITY of L.O.	690 ASH L. O. 636 8046
Wayne Schulte	ODOT	238-8244

9378

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

Copies: Bothman
Adams
McClure
Kaiser
Hart
Hunter ✓

NOTED
E. S. HUNTER

March 27, 1978

Mr. Pieter T. Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

This is in response to your request for comment on the proposed federally-funded Oswego Creek Bridge improvement project.

After careful review of the proposal, we feel that the Oregon Iron Company Furnace in nearby George Rogers Park which is listed in the National Register of Historic Places would not be adversely affected by the widening of Oswego Creek Bridge.

However, we consider the bridge itself to be eligible for inclusion in the National Register of Historic Places because it is a choice example of the several early reinforced concrete arch spans designed with particular attention to esthetic detail under State Highway Bridge Engineer C.B. McCullough in the 1919-1920 biennium.

Therefore, we strongly recommend a modification in the pedestrian walkway to allow the entire west elevation of the bridge to remain intact. The impact of the proposed project would be satisfactorily mitigated, in our opinion, if one elevation remains wholly unaltered so that, from at least one perspective, the structure's engineering and architectural qualities may be appreciated without obstruction. We appreciate the efforts made thus far to locate the adjoining structure appropriately and to use compatible design features. We request that the State Historic Preservation Office be given an opportunity to participate in the final design phase of the projeet. Depending upon the alternative selected and the extent of new construction, an archeological reconnaissance survey may be required. We will be available for comment on any recommended salvage or mitigation procedures.

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NOTED
E. S. HUNTER
K Labbe for info

Thank you for this opportunity to comment.

Sincerely,

David Powers

D.W. Powers III
Historic Preservation Coordinator

EWP:ko

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9218

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: DONALD R. ADAMS
Project Development Manager

DATE: February 22, 1978

FROM: ROBERT N. BOTHMAN
Administrator

NOTED
E. S. HUNTER

SUBJECT: Oswego Creek Bridge

We have decided to proceed with the five-lane alternative to the primary election for the Oswego Creek Bridge. We will go to the hearing with preferred alternative--the five-lane proposal; however, fully discussing the other range of alternatives which have previously been discussed.

I think you need to keep right on top of the draft neg dec and the entire activity to see that this is the thrust, that, in fact, in the neg dec we do not provide for the selection of other than the five-lane alternative. If we run into trouble at the hearing, then we will simply have to go through the process again, including a rewrite of the neg dec and rescheduling of the hearing to November.

I would like you to set up a meeting, including probably Jim McClure and Wayne Schulte, to review Senator Brown's proposal, as well as our process and direction. I think you should be able to meet with the senator within the next week or two, and I would like you to do so to discuss his proposal as well as the direction in which we are headed.

I think it would be extremely wise to provide the same meeting, however, separate from the meeting with Senator Brown, to review our process with the representative at the last public meeting who spoke for the League of Women Voters.

Thirdly, I would like to have you schedule an additional public meeting(s) expeditiously to determine where we stand with the project. I think it would be appropriate to schedule another meeting in about mid-March, say March 21, 22, or 23 to be located in Old Town, close to the bridge, and try to get a better pulse on the whereabouts of the public. I'm sure you could get the local newspaper to work with you in this effort.

I think probably both the TAC and CAC can help you with this effort, but we need, within the next couple of months prior to the hearing, to try to develop a consensus for an alternative which meets the approval of the TAC, the CAC, and the general public. We may have that and simply don't know it, or we may not have it. I really don't know, but we need to find out.

ebg

cc: F. B. Klaboe
E. S. Hunter

attachment

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81.125.1387

Widening of Oswego bridge under study

By SHIRLEE VALO
Correspondent, The Oregonian

LAKE OSWEGO — A state Department of Transportation official said last week that the department will consult a Lake Oswego citizens advisory committee and members of a technical advisory committee before deciding whether to eliminate a measure calling for widening of the Oswego Creek Bridge from the May primary ballot.

Don Adams, the department's project development manager, said the department wants to assess committee members' reactions to an informal public hearing during which a small gathering of residents voiced opposition to proposed plans for the project.

The plan most favored by the state and the citizen committee calls for widening the 24-foot bridge, on Oregon 43 between West Linn and Lake Oswego, to a roadbed of 64 feet, and a total width of 81 feet including pedestrian-bicycle paths and railings.

It calls for two lanes of traffic in each direction plus a center turning lane, and installation of a four-way traffic signal at the intersection of State Street and McVey Avenue, just beyond the north end of the bridge.

An alternate plan, also outlining a four-lane bridge but eliminating the center turning lane, resulting in a 54-foot roadbed, also was presented.

"We wanted to hear the citizens' concerns and include them in an environmental statement," Adams said, "but their ideas were more specific."

Oregon state Sen. Walt Brown, who served on the local citizen advisory committee, which was formed to study and make recommendations on the project, asked the Transportation Department to come back to the public with an additional alternative.

Brown proposed a four-lane width (54 feet) for the bridge, but with modifications to include a traffic flow of only one extra-wide lane in each direction, to be separated by a landscaped median strip, and to eliminate plans for signalization at State and McVey.

Traffic at that intersection moves freely now, Brown said later, adding that he is among a number of residents who feel full-time signalization would result in delays.

Brown also said he asked the state to investigate whether $300,000 saved by eliminating the fifth, or center, lane could result in expansion of the bicycle path south of the bridge, to connect with the West Linn path at the intersection of Laurel Avenue.

Because of a Lake Oswego city charter amendment that requires proposed construction or expansion of any road more than 36 feet in width to be advertised in a newspaper for four months prior to an election, the state will continue, at least temporarily, to advertise its proposal for the May primary, according to Adams.

However, he added, the department will draw plans reflecting Brown's suggestions and present them, along with the other alternatives, during a formal public hearing scheduled April 20.

The matter will then be referred to the City Council for approval of one of the alternatives, according to Adams, who added that the state considered but ruled out the possibility of a multiple choice ballot measure.

Following city approval, Adams said, the proposed plan will go before the state Transportation Commission and on to the Federal Highway Administration, which is providing 86 percent of the funds for the approximately $1.5 million project.

Since the state will provide the remaining funds, no local funding is being asked.

State transportation officials said that if the advertised plan is removed from the May ballot, a revised proposal will not come before voters until the November general election.

2/20/78

STATE OF OREGO[illegible]

INTERO[illegible]CE MEMO

TO: MEMO TO THE FILE

DATE: February 21, 1978

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Oswego Creek Bridge
Public Meeting
February 15, 1978

RECEIVED
STATE HWY ENGR
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On February 15, a public meeting was held at Lake Oswego Senior High School to discuss the proposed improvements to the Oswego Creek Bridge. Approximately thirty people plus ODOT staff were in attendance.

The meeting was chaired by Don Adams. Don began the session by explaining the Oregon Action Plan, the need for the project, funding, and the citizen and technical advisory committee involvement. He also discussed the project development schedule which calls for a public hearing in April, 1978, followed by a vote on the proposal at the primary election on May 23. Construction is expected to begin in August, 1979, with completion anticipated for late Summer, 1980.

Wayne Schulte presented the various project alternatives which have been considered by the advisory committees. The build alternatives which are being fully evaluated in the Negative Declaration were identified. They are as follows: a 3-lane configuration (2 lanes northbound); a 4-lane roadway (2 lanes north and southbound); and a 4-lane facility with 14-foot median to develop a northbound left-turn refuge at McVey (2 lanes north and southbound).

Craig Markham briefly defined a Negative Declaration and several of the environmental issues he will be addressing and reporting in the document. Several of the items mentioned were George Rogers Park use, the rock bluff at the south end of the project, aesthetics of the proposed structure, and effect on trees in the park area.

The remainder of the meeting was spent in a question and answer period. Due to time constraints, several of the questions which could lead to considerable debate were not answered during the session. Listed below are many of the questions and/or opinions expressed by the audience:

Senator Walt Brown - What traffic moves are possible at McVey intersection? Why the need for traffic signal at that intersection? Why new park access road since no danger exists at present access?

Richard Egusa - What data is used to forecast traffic volumes?

Louise Frounvile - Where would the traffic in the two lanes southbound merge into one lane? Will major trees be removed from the park?

Senator Brown - Why not build one lane southbound? Hasn't seen traffic problem with present roadway configuration. When would traffic at McVey intersection require a signal?

Joan Battan - Will State Street need to be widened north of this project?

Unidentified - Why will sidewalk/bikeway not be extended to south to meet existing bikeway?

Unidentified - What is status of TSM project on State Street in Lake Oswego?

Bob Huntington - Why not decide on State Street improvement so bridge project will be consistent?

Bob Huntington - Wanted more info on State Street funding.

John Black - What effect will project have on rock bluff? Favors extending bike path to south. Totally in favor of preferred alternative.

Mary Black - Any project alternative less than 4-lane with left turn should not be built. Concerned for safety of pedestrians and bicyclists south of project. Says intersection at State/McVey does not function well.

Norma Jean Germond - Can project alternatives be changed? Seriously concerned with bridge width proposed and the need for signal at McVey. Would prefer building structure that could accommodate four lanes in future. Submitted written statement.

Rocky DeBellis - Said that existing State Street overall width is wider than the proposed 4-lane with left-turn refuge overall dimension. Stated that signal at McVey was necessary.

Virginia Campbell - Not satisfied that community goals will be met by the proposed project. Submitted written statement.

Harold Long - Favors extending sidewalk/bikepath to south to connect with existing. Favors viewing vistas and possibly plantings on bridge to give appearance of a slow-speed facility. Submitted copy of his goals for the project.

Virginia Campbell - Could sidewalk/bikeway extension be built with funds saved from constructing only a 4-lane bridge without left-turn area.

Judith Umaki - Concerned with bridge width and trees that will need to be removed. Felt it difficult to design a bridge with a slow-speed appearance. Questioned whether meeting was of value as we would not change. Said she could not determine total width of proposed improvements from the newspaper ad. Submitted written statement.

Joel Kuntz - Complimented us for citizen involvement effort. Said a wider 2-lane bridge would handle all but peak hour traffic volumes.

Mary Black - Contrary to wishes of many, Lake Oswego will not remain a sleepy little village and accommodations for this growth must be provided.

Dave Lloyd - Said he is convinced the 4-lane with left-turn refuge plan should be built.

Harold Long - Forecasted heavy traffic volumes on McVey and State Street will require building the 4-lane plus left turn plan.

Bob Huntington - Can the ODOT support the 3-lane alternative?

Senator Brown - Suggested 54-foot curb-to-curb bridge alternative with only 2-lane traffic, wide planted median, and no signal at McVey. Possibly revamp for four lanes at later date.

Harold Long - Suggests alternative with 4-lane plus left-turn refuge be shown on aerial mosaic. Favors previously standard safety curb treatment on bridge. Should have concrete barriers on inside and outside edge of bridge sidewalk.

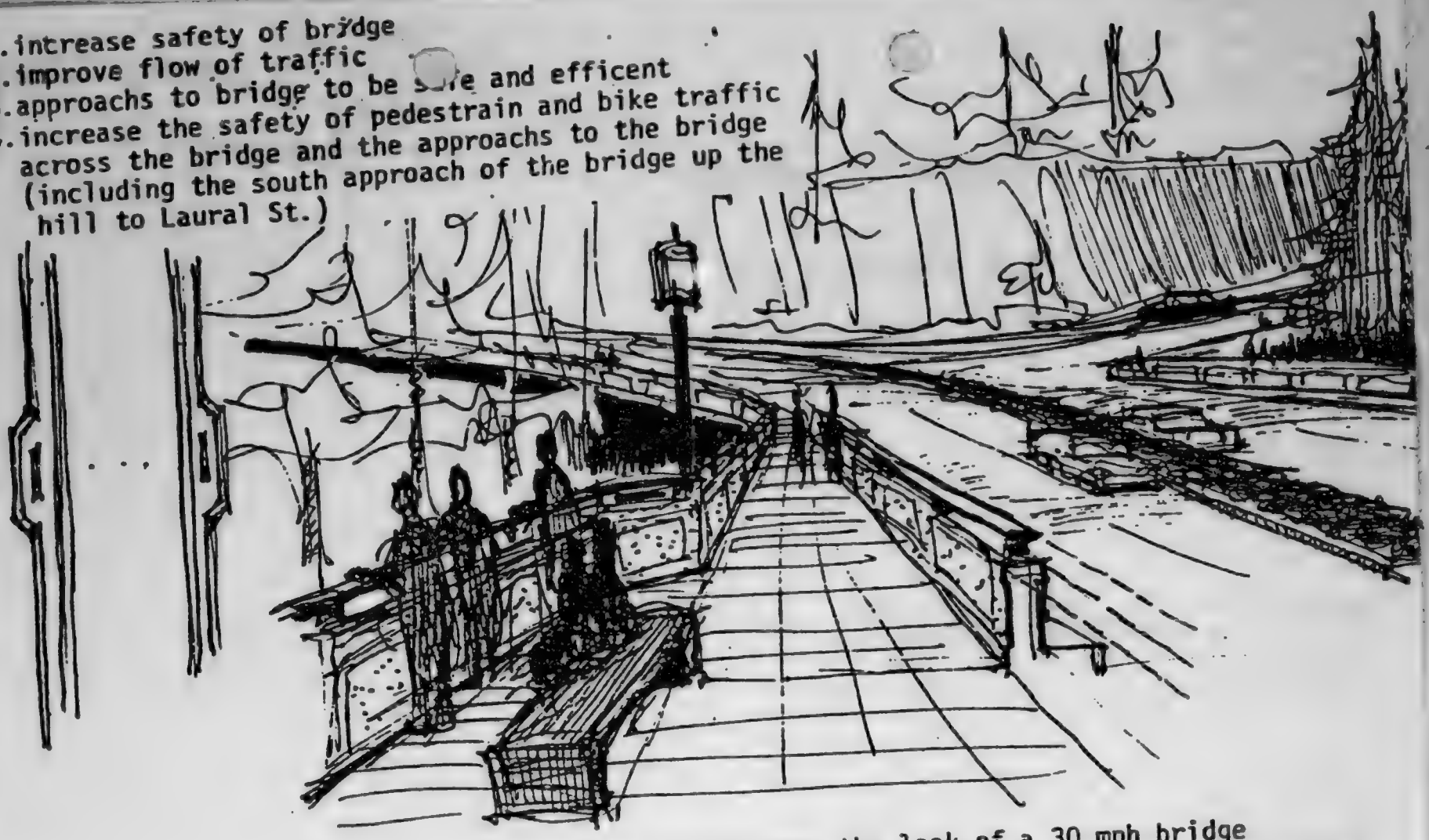
The meeting commenced at 7:30 p.m. and adjourned at 11:00 p.m.

WS/ldo

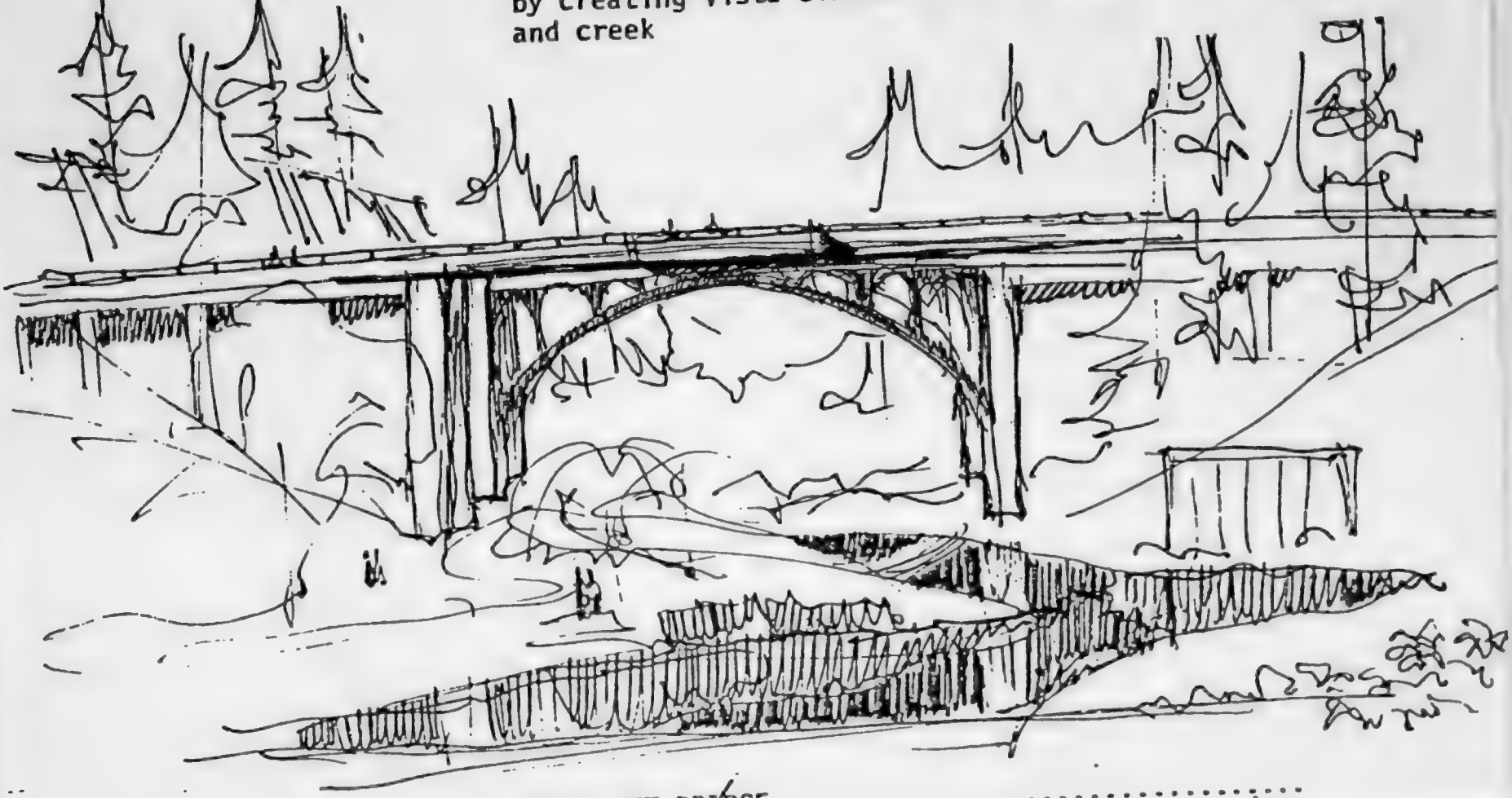
Attachments

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
R. N. Bothman
D. R. Adams

1. increase safety of bridge
2. improve flow of traffic
3. approachs to bridge to be safe and efficent
4. increase the safety of pedestrain and bike traffic across the bridge and the approachs to the bridge (including the south approach of the bridge up the hill to Laural St.)



5. the bridge should have the look of a 30 mph bridge (the speed should be apparent from the look of the bridge)
6. the bridge should be in scale with the community
7. the bridge design should preserve the natural beauty of the area....the rock bluff,trees ,and the creekbed below the bridge....and George Rodgers Park.
8 the bridge design should enhance the use of the park by creating vista circles on the bridge to view the park and creek



GOALS FOR STATE STREET BRIDGE.....

MANGELOT
WAYNE SCHULTE
JIM Mc ____

Historic
PARK-RECREATION AREAS
NOISE
AIR QUALITY

ENVIRONMENTAL IMPACT

1920
BRIDGE
19' WIDE

26 ACCIDENTS

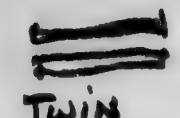
1.6 M
86 FED
14 STATE

CITIZEN PARTICAPTION

TAC STATE-CITY OFFICALS
NOV. CITIZEN BRIDGE COMM

April
PUBLIC
HEARING
} POST PONE ELECTION

ED. SIDE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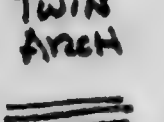
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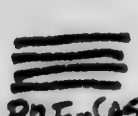
TWIN ARCH

B
BOX BEAM


A
PRE-CAST BEAM

LEAGUE OF WOMEN VOTERS
WEST CLACKAMAS COUNTY

Drawing membership from:
Lake Oswego
West Linn and
Surrounding area

Affiliated with the
League of Women
Voters of Oregon
and the United States

TESTIMONY BEFORE THE OREGON DEPARTMENT OF TRANSPORTATION, February 15, 1978

Re: Widening of Oswego Creek Bridge

The League of Women Voters of West Clackamas County believes that when planning for public services and facilities, transportation and circulation patterns, it is important that the citizens of Lake Oswego have the opportunity to be involved in the planning decisions and amendment procedures.

We appreciate the time and effort the Citizens' Advisory Committee has devoted to the Oswego Creek Bridge project. We all agree that the 19-foot wide bridge over Oswego Creek needs to be widened. The question is, should it be widened to 82 feet? It has been pointed out that the proposed 82-foot width is wider than the bridge over I-5 at the west end of Kruse Way connecting to Rt. 217. The proposed Oswego Creek Bridge will include 5 lanes, one of which is a center lane to allow those cars traveling north across the bridge to make a left-hand turn on to McVey. We question the need for this fifth lane. We are told that by 1995 an estimated 60 cars traveling north from West Linn will want to make a left-hand turn on to McVey during the peak traffic hour. They will be aided by the proposed traffic signal.

The provision of a 14-foot X 300 Foot center lane, costing $50 to $60 per sq. ft., which totals an expenditure of over $200,000, to accommodate 60 cars an hour by the year 1995, may not be justified. We recommend further review of this situation to determine whether that center lane should be eliminated, and/or a left-turn prohibited. We should also be cranking into these 1995 projections the effect of the energy situation and diminishing supply of petroleum.

We care very much about what happens to State Street, as does the rest of the community. Widening the bridge introduces another significant element into the situation, and that is, the traffic signal proposed at McVey and State Streets. Its purpose may be to enable two lanes of traffic from McVey to enter State Street and travel north simultaneously, rather than continuing the current situation, which allows for one lane. The Department of Transportation acknowledges that sometime before 1995 a traffic signal will be needed at that intersection, but that it actually is not needed at this time.

The introduction of the traffic signal decreases the efficiency of the intersection by half, and this dramatically affects the bridge situation. To make up for the decreased efficiency of traffic flow caused by the traffic signal, the recommendation is to double the number of lanes traveling north and south over the Oswego Creek Bridge, so that the number of cars can equal the flow which now exists with one lane of free-flowing traffic each way and no traffic signal. The rate of traffic flow north and south will not have been increased, and

we question whether it will be improved. We certainly will have another two, stopped lines of traffic on State Street waiting for that traffic signal to change. This causes further congestion and air and noise pollution. Then once across the bridge, the two southbound lanes must immediately merge into one to continue on Rt. 43, thus causing another bottleneck.

The Department of Transportation claims there are no plans to widen Rt. 43. Since 42% of the traffic traveling south peels off on to McVey, one southbound lane of comfortable width traveling across the bridge would seem more sensible.

The introduction of a road into the park to make a 4-way intersection further compounds the problem. Then all traffic must be stopped. No lanes can free-flow. Exiting the park at that intersection should be re-evaluated in light of the poor visibility south, and the complications it inflicts on the traffic flow situation on State Street. The present T intersection creates three impact situations, but a 4-way intersection creates 16 impacts.

We believe bike paths and walkways are important. We recommend consideration of one 8-foot wide bike-pedestrian path, rather than two paths. We are concerned about the safety of people using the path, since the plan calls for termination of them at the end of the project to the south. Poor kids. It's either off the cliff or into the traffic.

We all want the bridge widened. We hope the plans can be modified so that the scale is not of freeway size, but instead is in keeping with the current character and scale of Lake Oswego and with the Community Goal # 5, "To preserve and enhance Lake Oswego's character and aesthetic quality through sound design of neighborhoods, structures, streets and facilities.

Norma Jean Germond

Norma Jean Germond, President
224 Iron Mt. Blvd.
Lake Oswego, OR 97034
636-4251

February 13, 1978

Ladies and Gentlemen:

With regard to the proposed improvements to the Oswego Creek Bridge, the Task Force on Community Identity, Design and Aesthetics wishes to endorse the following goals:

The bridge should provide:

... increased vehicular safety.
... increased pedestrian and bicycle safety.

The bridge should improve:

... the flow of traffic.
... safety for pedestrians and vehicles where turn and exit lanes occur, and up the hill to Laurel St.

The bridge should maintain:

... the appearance of a 30 mph bridge (the speed apparent from the look of the bridge.)
... the present scale of the community.

The bridge should preserve and enhance:

... through its design, the natural beauty of the area, the rock bluff, trees and creek bed below the bridge, and George Rogers Park.
... the use of the park by creating vista bays on the bridge to view the park and creek.

The bridge construction operation should:

... reestablish the integrity of the natural area by replanting in the natural state all areas damaged or destroyed by construction.

In order to adequately satisfy these and Community Goals on Community and Neighborhood Identity #4.1, Aesthetic Quality and Community Design #5.3, a. and d., Land Use and Open Space #6.3, c. g. and #6.5, h. and Transportation #10.1, g. and h. and #10.2, d., the Task Force recommends that the bridge plan be restudied, ~~reduced in scale~~ and further modifications be undertaken to bring the project in line with the needs of the community as expressed in the Community Goals.

Respectfully submitted,

Virginia [illegible]

Jon Paderbaugh

4, i.c.

Co Chairmen

February 15, 1978

To: Oregon Board of Transportation

From: Judith D. Umaki
1720 Mapleleaf Rd.
Lake Oswego, Ore. 97034

As a resident of Lake Oswego I am concerned about the proposed bridge over Oswego Creek in two regards. The first area concerns the plan of the bridge itself, the second with how that plan has been presented to the public.

In regard to the first area, I find it incredible that in a city where there is supposedly great concern for maintaining as much as possible an esthetically pleasing, village-like atmosphere, we are considering building an 81 foot wide bridge on the main thoroughfare. The proposed bridge is wider than the existing overpass on 217 over Interstate 5 at the west end of Kruse Way and almost half again as wide as the new bridge on McVey! While I grant that the existing bridge is dangerously narrow, I cannot comprehend the need for a structure of these mammoth proportions. If you drive past the area and try to visualize a bridge that size it is easy to see that it will involve the removal of a sizable number of large trees, no matter how it is positioned. It will also form a huge roof over a large section of George Rogers Park, to the detriment of the park. It is also difficult to understand why a five-lane bridge is needed for a two-lane road, which is what State Route 43 is through that section. One can only surmise that someone has plans for widening 43 and I have strong objections to that possibility. The traffic through Lake Oswego to points south is already at unreasonable proportions. Improving the access through Lake Oswego would serve to increase its attractiveness as a thoroughfare and hence create more traffic, a result I am sure we would all like to avoid. As residents of this city it is surely to our benefit to encourage

increased bus usage. I would prefer to see those who need to or insist on using their cars to travel between Portland and West Linn, Oregon City, etc. to do so on Interstates 5 and 205.

Secondly, I am very unhappy about the attempt made either by or through the Lake Oswego Review to lessen people's concern about this bridge. The most flagrant example of this was the February 2, 1978 issue of the paper which had an article describing the bridge as 64' wide plus a bike and a pedestrian lane. That is certainly misleading. If you think the bridge is the size it should be, then why hide behind such incomplete statistics? Tell is like it is: 81feet! The accompanying diagrams were certainly not a helpful device for a citizen trying to learn about the true nature of the bridge. It did not give total dimensions of the bridge and the present road, for example. Even when one goes to the trouble to adding up two 13 foot lanes, two 12 foot lanes, one 14 foot turning lane, one 5 foot walkway, and one 8 foot bikepath, the sum does not equal the total outer dimensions of the bridge as now planned because the figures available on the diagrams do not include dividers and the outer structure. That can hardly be an oversight.

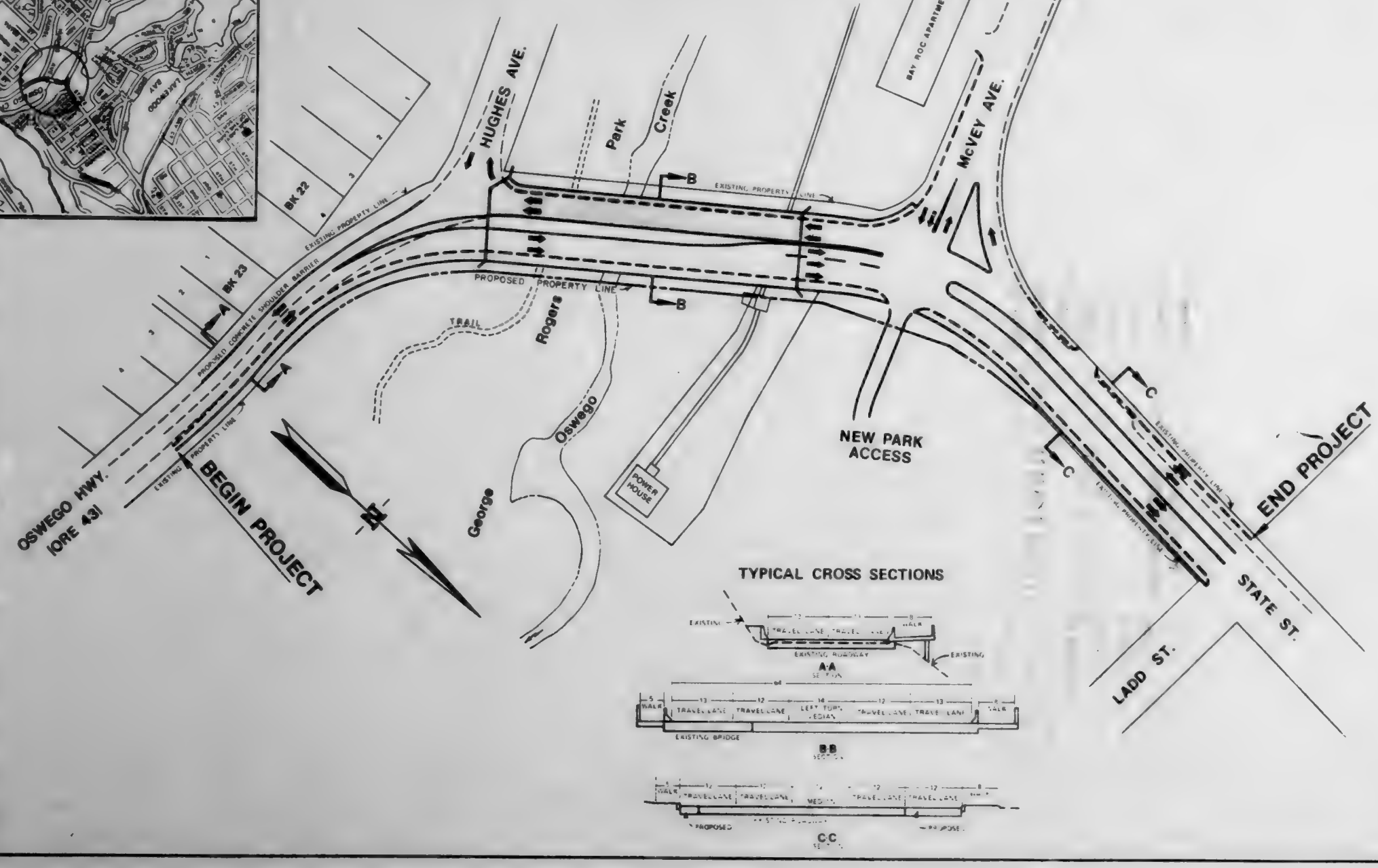
I feel strongly that there has been an attempt to play up the fact that we can get this bridge through little expenditure of local or state funds and completely gloss over the effect a structure this size will have on the quality of life in our city. It is ridiculous to replace the existing bridge with one close to four times its present size simply because federal money will largely pay for it. After all, where does that federal money come from but out of our own pockets? And where is that gigantic structure going to be but in our own front yard, over our park, where lovely green trees are at present?

cc: Lake Oswego Review

OREGON
DEPARTMENT OF TRANSPORTATION

OSWEGO CREEK BRIDGE IMPROVEMENT PROJECT

PROJECT LENGTH = 1330'
SCALE: 0 50 100 FEET



TYPICAL CROSS SECTIONS

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9378

9378

Klabor

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 1, 1978 Telephone 238-8226

RECEIVED
DOT OPERATIONS
FEB 7 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JOEL KUNTZ
1285 Hide-a-Way Lane
Lake Oswego, OR 97034

Subject: Oswego Creek Bridge Project

Your memorandum to the Oswego Creek Bridge Citizens Advisory Committee is appreciated. Several interesting thoughts were expressed and I would like to respond to several of these at this time. Many of the concerns you discussed will be addressed in the environmental report for the project.

The existing Oswego Creek Bridge roadway is only 19 feet wide which creates a very unsafe condition for the motorist. Trucks and buses cannot pass within this restricted width. Accident records indicate there have been 26 reported accidents on the bridge in the past 9 years. Thirteen injuries and one fatality have been recorded.

The existing structure is also a capacity constraint on the Oswego Highway. South of the bridge is a two-lane roadway without signalization that can reasonably carry 1250 vehicles per hour (vph) in the peak direction. North of the bridge is a four-lane facility through Lake Oswego that can handle 1400 vph. The Oswego Creek Bridge capacity, at a level of service comparable to that of the roadways north and south, is 700 vph. Current peak hour traffic volumes on the bridge are 850 vph, well above the desired level for a level of service that is consistent with the remainder of the highway.

NOTED
F. B. KLABOE

In order to provide reasonable access onto the Oswego Highway from McVey Avenue, it is necessary to signalize this intersection. Since the intersection is just north of the Oswego Creek Bridge, the roadway section on the structure is controlled by the number of lanes at the signalized intersection. The capacity per lane at a signalized intersection is approximately one-half the capacity of a free flow lane or 700 vph/lane.

If a two-lane improvement were made, it would be necessary to provide adequate bus service to serve the trips which could not be made by auto. Forecasts for 1996 show 1270 vph during the peak period on Oswego Highway. Peak period trips to and from McVey Avenue contribute another 950 vph each direction.

In order to adequately serve the forecast volume, approximately 600 vehicle trips must be diverted to transit on Oswego Highway and 250 vehicle trips from McVey. This converts to an additional 26 bus trips during the peak hour on Oswego Highway south of McVey and 11 bus trips feeding McVey Avenue during the peak period.

I recently questioned Doug Wentworth, Tri-Met, Systems Planning Supervisor, on the long-range plans his agency had for the area south of Lake Oswego. Doug stated that approximately 20 buses per day now serve that locality and that no significant transit improvements are planned there in the next 10-15 years. He further mentioned that the anticipated population densities do not justify improvements such as park and ride facilities. Tri-Met's thrust in the forseeable future is aimed at upgrading their system in the Banfield, Sunset and Oregon City corridors.

Without a commitment from Tri-Met for vastly enlarged transit service, and without a commitment from the people in the area to use this service, a wider two-lane bridge does not appear to be a viable alternative. A four-lane structure with a left-turn refuge will require purchasing about one-half acre of park property. In spite of this taking, it is felt to be a feasible and prudent alternative under the federal rules cited in your letter.

On balance, I believe we have a reasonable replacement for the Oswego Bridge that corrects an existing problem and anticipates needs into the near future while maintaining a reasonable traffic capacity balance on the highway.

If I can be of further assistance regarding this project, please feel free to call.

DONALD R. ADAMS
Project Development Manager

WS/ldo

cc: CAC Members

9378

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 30, 1978 Telephone 238-8244

TO: LAKE OSWEGO CITY COUNCIL MEMBERS

SUBJECT: Oswego Creek Bridge Project

I have prepared a brief report suggested by Don Eppley on the status of the proposed Oswego Creek Bridge project. The attached drawings show the preferred plan with above and below deck views of the bridge.

During the past three months, the Oregon Department of Transportation has been meeting with Technical and Citizens Advisory Committees in order to develop a plan for widening of the Oswego Creek Bridge. The present structure was constructed over 50 years ago to a roadway width of 19 feet. There has been virtually no improvement to the crossing since that time. Accelerated population growth in the area and increased traffic volumes dictated the need for safety improvements to the bridge and its approaches. This is reflected in the 26 reported vehicle accidents on the bridge in the last nine years.

The plan consists of a 64-foot wide roadway on the bridge which includes four travel lanes and a left-turn refuge for northbound traffic at the McVey intersection. Included in the plan is an eight-foot sidewalk on the east side of the structure and a five-foot walk on the west side. All widening is on the east side of the existing structure and would be of a precast concrete beam design. The concrete arch supporting the present bridge would be retained.

Approximately 0.6 acre of George Rogers Park property would be required in order to build the project. Much of the area, despite the transfer of property title, would remain in existing park use. This would include the area beneath the widened span which should not be significantly affected by construction activities with the design proposed.

NOTED
F. B. KLABOE

Heavy traffic demands require the installation of traffic signals at the McVey/State Street intersection. A new vehicular access to George Rogers Park would replace the poorly defined roadway approach which exists today. At Hughes Avenue, traffic signals would not be provided and left turns to and from that roadway would not be permitted.

Total estimated cost for the project is $1.5 million. Federal Highway Administration funds will cover 86% of the costs. The Oregon Department of Transportation will provide the remaining 14%.

As required by the Lake Oswego City Charter, we have prepared a project informational ad to be printed in the Lake Oswego Review on January 26, February 23, March 23, and April 27. Lake Oswego residents will be given the opportunity to vote on the proposed bridge improvement at the state primary election on May 23.

It is anticipated that a public meeting will be held early in February. A public hearing for the project will be scheduled in late April, 1978. After City, County, State and Federal approvals are received, final design will begin. A contract to construct the improvement could be let in August, 1979. The work should take one year.

At this stage of project development, no formal action by the Lake Oswego City Council is required. If at any time you would like a presentation from us regarding the project, please contact Wayne Schulte, Project Coordinator, at 238-8224 or myself at 238-8226.

Robert N. Bothman

ROBERT N. BOTHMAN
Metropolitan Administrator

ls

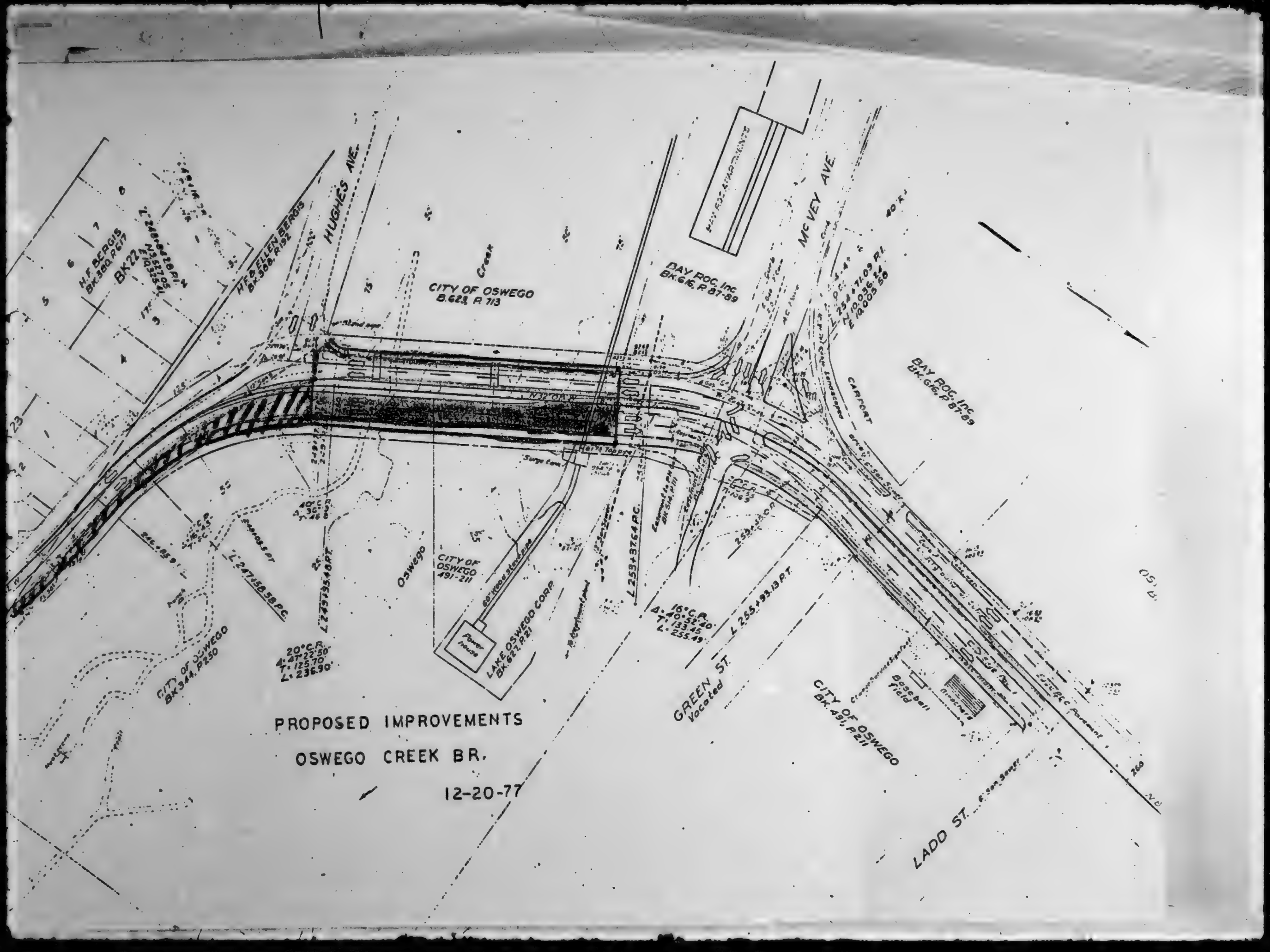
Attachments

cc: F. B. Klaboe
E. S. Hunter
Don Eppley

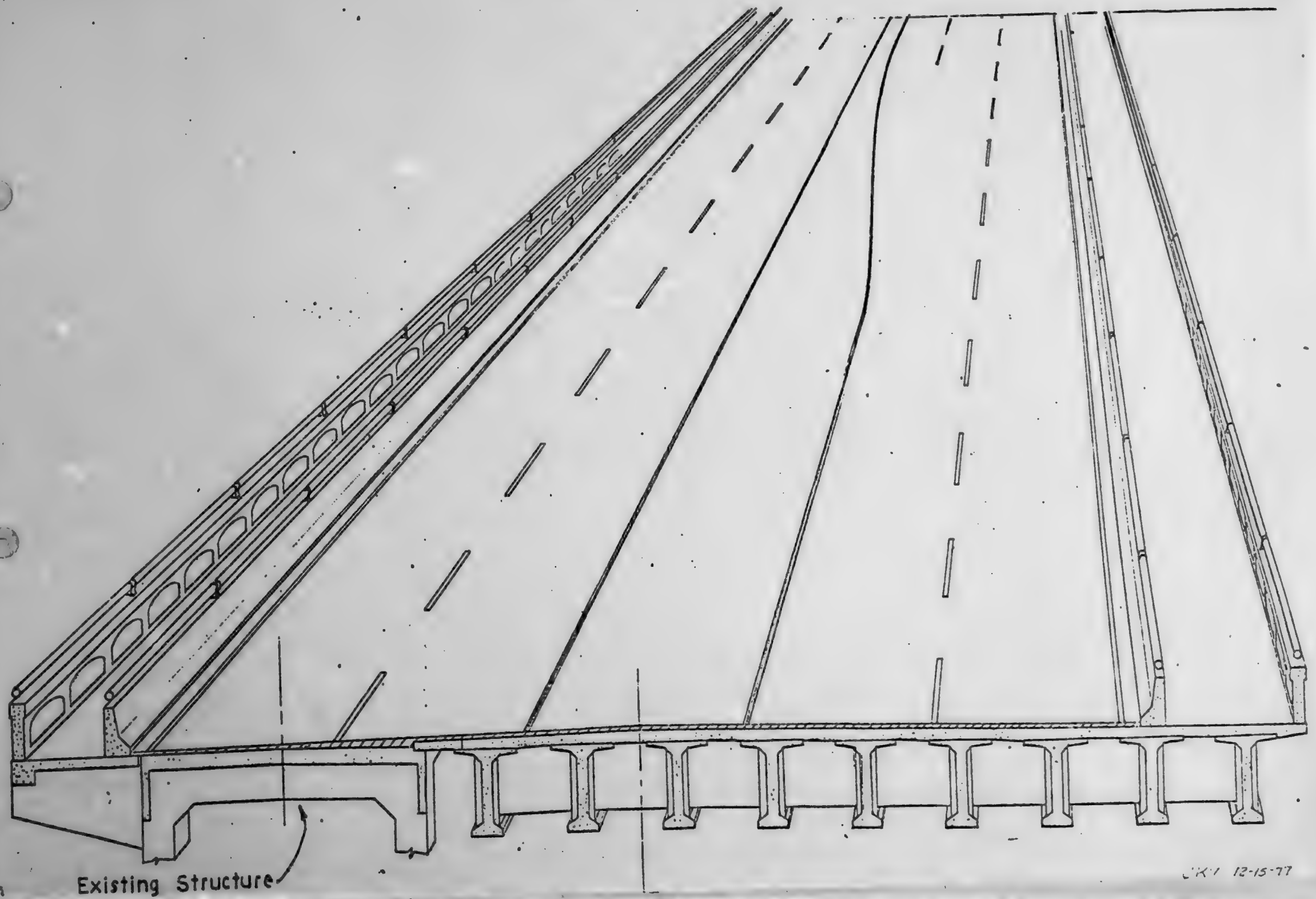
PROPOSED IMPROVEMENTS

OSWEGO CREEK BR.

12-20-77


HUGHES AVE.
McVEY AVE
H.F. BERGIS BK.380, P.617
H.F. & ELLEN BERGIS BK.388, P.192
BK22
CITY OF OSWEGO B.623, P.713
Creek
BAY ROC, Inc BK.616, P.87-89
BAY ROC, Inc BK.616, P.87-89
CARPORT
CITY OF OSWEGO 491-211
60' Wood Stairway
Power House
LAKE OSWEGO CORP. BK.627, P.21
CITY OF OSWEGO BK.344, P.250
GREEN ST. Vacated
CITY OF OSWEGO BK.491, P.211
Baseball Field
LADD ST.
PROPOSED IMPROVEMENTS
OSWEGO CREEK BR.
12-20-77

OSWEGO CREEK BRIDGE



CKV 12-15-77

PRECAST BEAM DESIGN

WIDENING EAST SIDE ONLY

9378

STATE OF OREGON

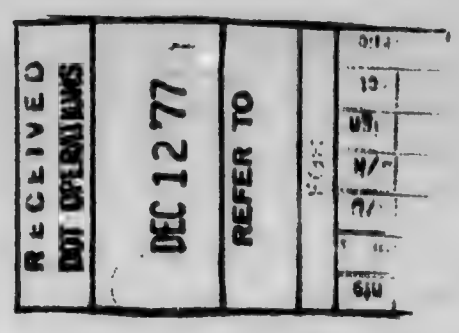
INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 9, 1977

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Oswego Creek Bridge



The second meeting of the Oswego Creek Bridge Citizens Advisory Committee was held on December 6 at the Lake Oswego Adult Community Center. Those in attendance are listed on attached sheet.

Marguerite Leche, Chairman, opened the meeting with a brief presentation relating to the U.S. Bureau of Outdoor Recreation (BOR) requirement that park lands needed for the project must be replaced with lands suitable for park use. She and several others feel improvements to the park should be permitted as a mitigative measure instead of replacement lands. Section 6(f) of the Land and Water Conservation Fund Act, however, mandates the latter method must be used. Representatives from the City of Lake Oswego, Oregon Department of Transportation, and BOR will be working closely to satisfy these necessary requirements.

I explained a new plan which had been developed as a result of comments heard at last week's CAC meeting. Alignment of the roadway in the curve areas at the north and south ends of the project was shifted to the east to not interfere with the parking spaces at the Bay Roc apartments and stay out of the rock bluff. This plan would require slightly more partial viaduct be built at the south end of the project but would eliminate the expensive removal of material from the bluff. Based on the use of pre-cast concrete girders, this plan would cost approximately $1.3 million.

It was again reiterated that the project must be approved by the voters of Lake Oswego. The project development schedule is predicated on the issue being voted upon at the primary election in May, 1978.

The State Street improvements immediately north of the subject project were discussed: Three alternatives have been presented to CRAG for approval; they range in cost from $0.8 million to $1.6 million. Gene Lynard stated a 60-foot roadway section is proposed consisting of four 11-foot travel lanes and a continuous left-turn lane. Removal of on-street parking and construction of new off-street parking facilities are included along with improvements to the signal system, sidewalks, and lighting. CRAG action on the proposals is expected in mid-January.

Committee members discussed the four Oswego Creek Bridge designs which were displayed. Three of the drawings showed widening only on the east side of the present structure and featured use of either pre-cast concrete beams (Design A), pre-cast box beams (Design B), or duplication of the existing

81-125-1387

arch (Design C). One drawing depicted equal widening on each side of the structure through the use of pre-cast concrete girders (Design D).

A recommended design was requested from the members so development of the project could proceed on schedule. John Collins opened the discussion by stating he desired a design which safely handles traffic and is relatively inexpensive. He felt Design A met this criteria and would create fewer problems in construction.

It was reiterated that construction cost for designs A, B and D based on a 64-foot roadway were approximately the same ($1.3 million). Design C would cost about $300,000 more.

Discussion on the bridge designs continued with many saying they did not want construction of the project to interfere with the rock bluff at the south end of the bridge. Concern for the minimal R/W taking at the Bay Roc apartments was also voiced. The need to consider the visual aspects of the bridge above deck as well as below was strongly emphasized by several members.

By a vote of 8 to 2, the committee recommended that bridge Design A be advanced through the development process. Also recommended was a 64-foot roadway section with an 8-foot sidewalk on the east side and a 5-foot walk on the west side. The roadway section will consist of four 12-foot travel lanes, a 14-foot median with a left-turn refuge at McVey, and 1-foot shy distance at the gutter line.

Harold Long suggested consideration be given to adding vista circles or viewing areas on both sidewalks near the center of the span. He also felt that the easterly sidewalk should be extended to the south to connect with the existing bikeway on Highway 43.

The committee agreed with a plan to revise access to George Rogers Park at McVey Avenue. This arrangement would allow right turns into and out of the park at this intersection. Park users coming from the west on McVey could also enter the park at this location. The ill-defined current access north of McVey would be eliminated under this plan.

Left turns to and from Hughes Avenue would be eliminated under the plan recommended by the group. These traffic movements would be shifted to the McVey intersection. There was some confusion regarding the name of the roadway I had labeled Hughes Avenue. I later checked with John Bustraan, Lake Oswego Traffic representative, to determine the designation they use. John said that Hughes Avenue was the correct name for the roadway near Highway 43 but it is listed on tax maps as Oak Street a few blocks to the west.

The next CAC meeting was scheduled for December 20 at 7:30 p.m. in the Lake Oswego Adult Community Center.

WS/ldo
Attachment
cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure
Don Eppley, City Manager, Lake Oswego

PROJECT Oswego Cr. Bridge

TYPE OF MEETING C.A.C.

TIME: 7:30pm DATE: 12-6 ,1977 LOCATION Lake Oswego

ATTENDANCE LIST

NAME	ORGANIZATION	MAIL ADDRESS AND PHONE NUMBER
MARGUERITE LECHE	OLD TOWN	P.O. Box 26 - L.O.
R.F. "Rocky" D. Biller	Foothills Addition Neighborhood	661 Sixth St
DAVID G LLOYD	1ST ADDITION NEIGHBORS	592-9TH St 636-1502
J.E. Lawrence	McVey-South Shore N.H.A.	1638-Pine St L.O.
Ralph Core	LOCCI	1476 Knaus Rd. L.O.
GENE LYMARD	C of C Member of Commerce	419 SEVENTH STREET. 635.6198
HAROLD L. LONG	CITY OF LAKE OSWEGO & SEN. WALT BROWN	690 NSH. LAKE OSWEGO, ORE.
CURTIS FINCH	NONE	668 SW McVEY #219 L.O., OR
STEVE MILLER	L.O. REVIEW	
JOHN COLLINS	REP. L.C. PLANNING COMMISSION	700 PEBBLE BEACH CT. L.O. 635-2011
ALLEN B. PYNN	CLACKAMAS COUNTY	18827 S. PACIFIC HIGH WEST LINN, ORE. 97068
Bill Tripp	Clackamas County	5290 West "A" ST West Linn

9378

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: November 7, 1977

NOTED
E. S. HUNTER

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Oswego Creek Bridge
TAC Meeting

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The first meeting of the project Technical Advisory Committee was held on November 3 at the Lake Oswego City Hall. A list of attendees is attached. Also invited to the meeting, but not attending, were representatives from Tri-Met and DEQ. Ron Higbee of Tri-Met stated they would like to receive minutes of the meetings and only attend when a specific item regarding their agency is on the agenda. No response from DEQ has been received at this time.

Following introductions, I presented architectural drawings and plan views of various alternatives we have considered. The plan views showed widening on the east or west sides only, or widening symetrically about the existing structure. The curb-to-curb width was 70 feet and sidewalks were shown on both sides. Left-turn refuges were indicated at Hughes and McVey. Total estimated cost, including right-of-way, ranged from $1.83 to $1.97 million, based on the assumption pre-stressed longitudinal girders would be used. Concrete box beam and duplication of the present arch are other bridge designs being investigated. The concrete arch would cost approximately $300,000 more than the other designs which are about equal. Winston Kurth reminded the group that FAU funds will be used for construction and total project cost must be given strong consideration.

Considerable discussion focused on ways in which the project costs could be reduced. It was generally agreed that we should prepare a plan and estimate based on a 62-foot roadway section. This would still permit four 11-foot travel lanes, a 14-foot median or left-turn area, and 2-foot shy distance along the shoulder barrier. We will only show an 8-foot sidewalk on the east side of the structure and attempt to stay clear of the rock bluff on the south end of the project. Only plans with widening on the east side, or symetrically about the existing structure will be prepared. It was decided the west side only widening should not be considered further due to right-of-way conflicts at the apartments located north of the structure. Also more difficulties with the rock bluff would be encountered.

Tom Schwab will investigate the possibility of eliminating left-turn moves at Hughes. This would further reduce anticipated project costs by eliminating the need for a traffic signal at that intersection. Tom will also

determine if access to George Rogers Park can be provided at the McVey intersection which will be signalized. This would replace the present access which is uncontrolled, immediately north of McVey.

Concern was expressed as to which of the bridge designs would be least disruptive to park land under the structure. Also discussed were traffic handling problems and the duration of bridge construction activity. It was generally felt that placing pre-stressed girders would be superior to the box beam or arch method of construction. I have arranged for John Tindall of the ODOT Bridge Section to attend our next TAC meeting on November 10 and discuss these issues.

Glen Holzemer asked if we had considered mitigating measures for park property that will be required for the project. Consideration had been given to possibly improving their bike path. Glen stated, however, that the bike path improvements have already been included in a future sewer project in the area. We will need to continue to work closely with the Lake Oswego Parks and Recreation Section to come up with satisfactory mitigation.

I presented the project development schedule which indicates alternatives are to be selected by mid-December. The public hearing is anticipated for April, 1978, and construction to begin by August, 1979. Construction would probably be completed in one year.

It is felt about two TAC meetings will be required to firm up alternatives to be taken to the Citizens Advisory Committee. After several CAC sessions and the selection of design alternatives, we would anticipate holding a public informational meeting about January, 1978. During the project development phase, it has been suggested a presentation also be made before the Lake Oswego Design Review Board.

WS/ldo

Attachments

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
W. J. Hart
E. L. Hardt

PROJECT Oswego Creek Bridge

TYPE OF MEETING T.A.C.

TIME: 9:30 am DATE: 11-3 ,1977 LOCATION Lake Oswego

ATTENDANCE LIST

NAME	ORGANIZATION	MAIL ADDRESS AND PHONE NUMBER
Jeff Kaiser	ODOT	METRO 238-7439
Tom Schwab	ODOT	238-7502
K.D. Limbacker	ODOT	238-8230
Jim McClure	ODOT	238-8216
Wally Bryant	FHWA	378-3832
Bernie Straight	Clackamas County	655-8521
Winston Kurth	Clackamas County	655-8521
Glen Holzemer	Dir. of Park. & Recreation City of Lake Oswego	636-9673
Nawzad Othman	City of L. Oswego	636-3601
Pat Barnum	"	P.O. Box 369 636-3601
Wayne Schulte	ODOT	Metro Branch 238-8244

9376

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

FROM: WAYNE SCHULTE
Project Coordinator

DATE: October 27, 1977

SUBJECT: Oswego Creek Bridge
Lake Oswego Meeting

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On October 21, Don Adams, Jim McClure, Jef Kaiser and Wayne Schulte met with the following representatives of the City of Lake Oswego: Don Eppley, Pat Barnun, Nowzad Othman and John Bustraan. Also present were Gene Lynard of the Lake Oswego Chamber of Commerce and Francis Davisson of the Lake Oswego Review.

The purpose of the meeting was to discuss the proposed improvements to the Oswego Creek Bridge. I presented drawings of three designs being considered. All would involve widening on the east side of the present structure. The least expensive of the designs features pre-cast concrete beams, a more costly design utilizes concrete box beam construction, and the most expensive would require building a concrete arch similar to that on the existing structure.

I also said we were investigating the feasibility of widening the existing bridge on both sides symetrical to the present arch. This option could result in horizontal alignment problems at the south end of the structure due to a rock bluff. The Lake Oswego representatives agreed this design should be studied.

We discussed the project development schedule which calls for a public hearing to be held in April, 1978 and bid letting in September, 1979. No ideas on how the time frame could be shortened were heard.

Since Lake Oswego voters must approve transportation improvements within their city, we asked what material must be made available to the electorate prior to the election. We were advised that general plans, typical sections, and a picture of the proposal would probably suffice. As a further aide, we are to receive a copy of the data that was prepared to inform citizens of the Kerr Road project.

A special election could be held to vote on the Oswego Creek Bridge project if the development of the project is not in concert with the primary election in May, 1978. City Manager Don Eppley indicated they would expect the State to pay for the special election if the State requested it be held. Cost would be approximately $1,000.

Technical advisory committee members from the City of Lake Oswego were named. They are Pat Barnun, Planning Director; Nowzad Othman, Director of Public Works; and Glen Holzmer, Director of Parks and Recreation.

Citizens advisory committee representation was also discussed. Several contacts were suggested and a list of Lake Oswego neighborhood associations will be sent to me by Barnun. Eppley suggested the Lake Oswego paper be notified of all CAC meetings.

WS/ldo

cc: [redacted]
H. S. Coulter
E. S. Hunter

9378

STATE OF OREGON

INTEROFFICE MEMO

FAUS 9565

TO: MEMO TO THE FILE

DATE: July 11, 1978

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Oswego Creek Bridge
City Council Meeting

PROJECT MANAGEMENT
PM LGE CGE FAE
JUL 1978
TAA File: PM LG CP
CE
NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 12 '78
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Ret | File

CC Verstegg
Hart
Potter
Tempin
Working

The Lake Oswego City Council met on June 27 to determine which Oswego Creek Bridge designs would be submitted to the voters in November, 1978. The full seven-member city council attended. About ten people were in the audience, in addition to Don Adams, Jim McClure and Wayne Schulte representing ODOT. Public testimony was not being sought by the council at this session since that opportunity had been provided at the City hearing in April.

In May, the council had passed a resolution requesting ODOT hold several public information meetings prior to the May 18 ODOT public hearing for the project. Based on evidence from the public, ODOT was to submit to council for approval both four-lane and four-lane with left-turn refuge design plans. It was assumed from this request that the council members were concerned that the general public be well informed to enable them to provide reasoned testimony at the hearing. ODOT complied with the council's request and following the hearing, prepared a rather extensive hearing and project report. It included an analysis of all hearing testimony and a copy was submitted to each council member for review on June 15.

Council members began the meeting with a brief discussion on whether both a four-lane and four-lane with left-turn refuge plan should be placed on the ballot. They decided that placing both designs before the voters would be very confusing and that only one design should be advanced.

The merits and drawbacks of the build alternatives were then discussed. Several questions were asked of Nowzad Othman, Lake Oswego Director of Public Works, and Don Adams. Nowzad reiterated his preference for the four-lane with left-turn refuge plan because of its better traffic handling capabilities. Don stressed that plan would provide a safer facility because of the separate lane for left-turn moves to McVey.

A motion was then made to place the four-lane with left-turn refuge plan on the ballot. The motion failed, however, by a four to three

1-28-80
Historical Br. (106 Clearance)
4-F legal review is next

margin. They then passed a motion placing only the four-lane design before voters in November.

As a result of other motions passed by the city council, the proposed project will include these optional design features: an 8-foot sidewalk/bikeway on the east side of the bridge, a 5-foot walk on the west side, a new park access road at the McVey intersection, and a 4-foot by 16-foot viewing vista along the sidewalk on each side of the structure.

The proposed traffic signal at the McVey/State Street intersection is not an optional feature of the project. All council members were made aware of this during the deliberations.

Council members also passed a motion directing Lake Oswego officials to seek funds from CRAG to extend the easterly sidewalk/bikeway to Laurel Street.

The council's decision to only take the four-lane plan to the voters has, I feel, made a sham of the citizen involvement process for the project. They have ignored the preference of the CAC and the large number (22) who submitted hearing testimony in favor of the four-lane with left-turn refuge plan. Only two people out of 44 rated the four-lane plan as their first choice. Council's action was also contrary to the recommendation of the Lake Oswego Director of Public Works and ODOT.

WS/ldo

cc: F. B. Klaboe
[redacted]
R. N. Bothman
D. R. Adams
J. D. McClure

9378

6-30-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9565(5)

STATE PROJECT NO.: See below

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71440

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	6-30-77	FAU 9565 / Primary 3

GENERAL LOCATION:

"OSwego (Sucker) Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify) All phases of preliminary engineering necessary to obtain an approved negative EIS at TEC not to exceed $110,000, F.F. $94,380.

☐ ACQUISITION OF RIGHT OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 17, 1977 letter.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9378

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 17, 1977

TO G. L. Green, Division Administration
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 71440
Project No. M-9565(5)
Oswego (Sucker) Creek Bridge Section
Clackamas County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Negative Declaration at an estimated total cost of $110,000 with an obligation of $94,380 in federal funds.

CL:dmc
cc: R. Bothman (Metro)
G. Zehner

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-81)

June 17, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME			
		SR43, Ladd Ave (Lake Oswego), S.E. 0.4 mi.		12,000	33,000	97	10	Oregon			

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23		
	Preliminary Engineering								M -	9565(5)		

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME (74)	COD (74)		
	Urban System	Clackamas	005		
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (35)(37)	U.S.
	Portland	U	9565	3	-

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1					PE		"Oswego (Sucker) Cr. Bridge Section"	0.4	130,000	111,540	18,460	
5												
1					ROW							
5												
1					CONST (CODE)							
5												
							PROJECT TOTALS	0.4	130,000	111,540	18,460	

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	

(16) (23)(24) (33) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 17, 1977

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
3, Ladd Ave (Lake Oswego), S.E. 0.4 mi.	ADT	12,000	33,000	97	10	Oregon	41	W36	71440

TYPE OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
neering								M -	9565(5)			

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. U — FEDERAL-AID: 9565 — STATE: 3 — U.S.: -

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Oswego (Sucker) Cr. Bridge Section"	0.4	130,000	111,540	18,460		ROW-80' min.; Access Control-Partial; Parking Restrictions-Complete
ROW								
CONST (CODE)								
CL		PROJECT TOTALS	0.4	130,000	111,540	18,460		

APPROVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

Oswego (Sucker) Creek Bridge Section
Project No. M-9565(5)

Existing Facility:
Roadway---18 feet PCC roadway with 1 foot shoulders.
Structures---Oswego Cr. (Sucker Cr.) Br. #0409
RC. DK. Arch overall length 322 feet.
H.C. 19' H-15 loading

Adjacent Sections:
N. End---40 foot A.C. roadway with 2 foot shoulders.
S. End---24 foot PCC roadway with 2 foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction necessary to replace the existing structure with a 555 foot reinforced concrete bridge and widen approach roadways to provide a four lane facility.

System Action, Airports, Railroads, Water Developments, Historical Areas:
None involved.
Recreational Area: George Rogers Park is adjacent to the east side of the present highway.

FHPM 7-7-2 Requirements: Major action project requiring preparation of a negative declaration and a 4(f) Statement concurred in by FHWA on August 25, 1976.

FHPM 4-1-2 (IM 50-1-70) Requirements:
State Clearinghouse---A-95 review letter of approval date October 12, 1976.
District 2 (CRAG)---A-95 review satisfied by inclusion in the CRAG (FY 77) TIP Annual element by Resolution #BD770501 May 26, 1977.

FHPM 7-7-5 Requirements:
Public Hearings---Opportunity for a hearing will be offered.
Location/Design---Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering	Field Work	$110,000
	PS&E Preparation	20,000
		$130,000

NOTE: This project is in Congressional District No. 1.

9378

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
D. N. Harwell
George Bell
Max Klotz

DATE: June 9, 1977

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the June 21 meeting will be four requests for approval of Urban System Projects.

Gladstone is requesting a $50,000 traffic signal project at the intersection of Portland Avenue and Gloucester Street.

A $2,500,000 project to construct a major north-south arterial on 223rd Avenue is being requested by the City of Gresham.

Washington County's request is for a $494,000 project to widen and improve a 0.60 mile section of S. W. Greenburg Road.

A $1,753,000 project to replace the existing Oswego Creek bridge on the Oswego Highway is being requested by the State Highway Division. State will provide all the match funds for this project.

It is proposed that $2,150,000 in Interstate Transfer funds from the former Mt. Hood Freeway will be utilized for the Gresham project with the City of Gresham providing all of the $350,000 match funds. Federal Urban System funds for the other three projects is estimated at $1,975,420 with the State providing approximately $283,500 in match funds and $38,080 being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

GEZ:dmc
Attachments

STATE HIGHWAY DIVISION
Proposed Urban System Project

Oswego Creek Bridge
Oswego Highway, FAU 9565
Grade, Pave, Structure, Traffic Signals,
Illumination, Signing and Striping
$1,753,000

This project consists of replacing the existing Oswego Creek bridge on the Oswego Highway, installing traffic signals at McVay Avenue and constructing the necessary connections to the existing highway. The structure will be approximately 555 feet in length with 330 feet providing a clear width of 70 feet and the remaining 225 feet tapering to 45.5 feet.

State will perform the preliminary engineering, acquire any necessary right-of-way and supervise the construction of the project.

77e
6/9/77

PROPOSED F. A. URBAN SYSTEM PROJECT

9378

STATE OF OREGON

INTEROFFICE MEMO

DATE: May 31, 1977

TO: L. W. RULIEN
Program Management Engineer

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: FAUS Programming Request
Oswego Creek Bridge Replacement
Oswego Highway (FAUS 9565)
City of Lake Oswego
Clackamas County

The subject bridge replacement project, requested by Clackamas County, approved by Clackamas Board of County Commissioners and the City of Lake Oswego city council, is attached for processing. The project is included in the amended CRAG-TIP FY77 Annual Element, adopted by the CRAG Board, May 26, 1977. Preliminary engineering for the project is $130,000 for FY77. Right-of-way and construction is programmed in the CRAG-TIP FY79 Annual Element. The total FAUS project is estimated at $1,753,000 (including PE).

The project previously has been assessed as a Category 3 major requiring a negative dec and 4f statement. This assessment is valid for the downscoped bridge replacement project. The A-95 has been circulated and circulation of a new A-95 is not required.

Preliminary engineering, environmental work, right-of-way acquisition, and construction will be done by the Department. Attached is the following information for processing the project:

1. Authority for Survey for completion and approval.
2. Federal Aid Project Request.
3. Copy of the approved assessment.
4. Agency request letters and supporting resolutions.

Please proceed with programming the subject project through the Federal Highway Administration.

PROJECT MANAGEMENT
JUN 3 '77
REPLY TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me
X

JDM/ldo

Attachments

cc: Winston Kurth, Clackamas County
Robert Amptman, City of Lake Oswego
E. L. Hardt
F. E. Terpin
G. A. Potter
J. R. Rose

6-14-77 (EXPEDITE)
Survey Authorization to SWOARD.

81-125-1387

9328.

5-26-77

CRAG RESOLUTION

BD 770501

FOR THE PURPOSE OF ADOPTING REVISIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS ANNUAL ELEMENT

WHEREAS, CRAG by resolution BD 760703 adopted a Transportation Improvement Program having an annual element for the period of October 1, 1976 to September 30, 1977; and

WHEREAS, the Transportation Technical Advisory Committee and staff has reviewed all the revisions included in Exhibit "A" attached hereto and incorporated herein and has recommended approval; and

WHEREAS, the Board of Directors has held a public hearing on the proposed revisions to solicit appropriate citizen input and response and has considered such response; now therefore be it

RESOLVED, that the FY 1977 Transportation Improvement Program be amended to incorporate the revisions described in Exhibit "A" and that these revisions be added to and made an integral part of the Transportation Improvement Program and annual element and each such revision hereby receives an affirmative A-95 review.

ADOPTED By the Board of Directors this 26 day of May, 1977.

BY Larry Rice
Larry Rice, Executive Director

9378

76-85
Blue
June 1 77

CITY OF LAKE OSWEGO

May 4, 1977

Mr. Jon Rose
Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan St.
Portland, Oregon 97213

Dear Mr. Rose:

Re: S.W. 49th Avenue-Kerr Road FAUS #0265

Enclosed is Resolution No. R-77-14 in which the City of Lake Oswego is requesting that the Oregon Department of Transportation, Highway Division, terminate the Kerr Road Urban System project, agreement dated December 12, 1972, on the condition that the funds be diverted to the reconstruction of the Oswego Bridge on Highway 43.

It is our understanding that Clackamas County and Multnomah County have or will be indicating their support for withdrawal of the approved project.

Would you please transmit this document to the proper State and/or Federal parties for necessary action. If you should have any questions or comments, please feel free to contact this office.

Very truly yours,

Robert R. Amptman

ROBERT R. AMPTMAN
City Engineer

vs
cc: Kerr Road
Oswego Creek Bridge
Winston Kurth
Oliver J. Domreis

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

RESOLUTION NO. R-77-14

WHEREAS, The City of Lake Oswego has been interested in the request for funds on the part of Multnomah and Clackamas Counties for improvement of Kerr Road, and

WHEREAS, This project request was originally approved in the Urban System Project grants through the Oregon Department of Transportation, Highway Division, on December 12, 1972, and

WHEREAS, The City of Lake Oswego, due to citizen input and another project requiring priority for funding, finds that it is in the best interests of the citizens of Lake Oswego to request diversion of funds from the Kerr Road project so that said funds can be utilized for the reconstruction of the Oswego Creek Bridge, now, therefore,

BE IT RESOLVED That the City of Lake Oswego requests the Oregon Department of Transportation, Highway Division, to terminate the Kerr Road Urban System Project agreement dated December 12, 1972 on the condition that the funds be diverted to the reconstruction of the Oswego Creek Bridge.

Read and adopted at a special meeting of the Council of the City of Lake Oswego this 8th day of March, 1977.

William H. Cox
Mayor

Attest:

Helen Busch
City Recorder

9378 .0365WH 20

Form E-39 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Oswego Creek Bridge

Highway Oswego No. 3

County Clackamas

Date May 2, 1977

Authorization No. 1

Survey Prefix 3-1950 (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end of the project is at the intersection of Ladd Avenue. The southerly terminus is on the existing two-lane roadway approximately 300' south of the intersection of Hughes Avenue. The overall length of the survey is 0.30 miles or 1,500 lin. feet.

Provide plans for the bridge replacement; 4 lanes, southwest, channelization, and signals.

Purpose of survey:

Perform field survey, prepare plans, specifications, and estimate.

CRAG TIP revised M-9565(5)
FAUS
Category III M

		Estimate of Cost
Field Survey	(901)	43,000
Citizen Participation	(902)	5,000
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	6,000
Bridge Design	(906)	10,000
Preliminary Design	(907)	3,000
R/W Descriptions	(909)	3,000
Soils & Geology	(910)	2,000
Traffic	(911)	3,000
Landscape	(912)	1,000
Liaison	(913)	2,000
Utility	(914)	1,500
Photogrammetry	(916)	-
Location Studies	(918)	1,000
Engr. Graphics	(919)	300
Office Engineer	(920)	-
Specifications	(921)	2,000
Environmental	(923)	38,000
Planning	(924)	1,000
Foundation Exploration	(926)	4,000
Seminars	(950)	200
Hearings	(980)	4,000
Equal Opportunity	(985)	-
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey CRAG TIP . . . . . $ 130,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

Robert T. Ewen

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

R. N. Bothman

R. N. Bothman, Ass't. State Highway Engineer

Recommended for Approval:

Frank E. Rupp

Location Engineer

Approved:

E. J. Lunta

Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 6-30-77
FED. AID FAUS STATE

NOTED

9378

FEDERAL AID PROJECT REQUEST

Date March, 1977

Applicant Agency Oregon State Highway Division

Request for: Off-System ____, FAS-C ____, FAUS 9565 Project

Federal Aid Route No. 3 Route Name Oswego Highway No. 3

Project Name Oswego Creek Bridge

Project Length 1300 linear feet Project Location (Attach sketch map)

Project Description Construct Oswego Creek structure having four 12-foot lanes, 4-foot shoulders, 14-foot median and left-turn refuge. Provide connection to four lanes north of structure and transition to existing two-lane road south of structure.

Average Daily Traffic N. Bound 19,200 Bridge 11,900 ADT 1975 S. Bound 10,300 Design Speed 30

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 19' Travel Lanes 2 Shoulders None

Medians None Parking None

Sidewalks One 3.5' wood walkway along westerly side.

Remarks Remove

2. Desired Roadway Cross Section: (Attach sketch)

Width 70' Travel Lanes 12' Shoulders 4'

Medians 14' Parking None

Curbed Yes Length Curb Radii

Sidewalk/Bikeway 7' each side

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks R/W will be required from City of Lake Oswego

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location McVay Avenue intersection

Type Fully actuated
Phases Three
Type of Suspension Strain pole and span wire
Interconnected No
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Additional anticipated item by State Forces

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Mercury vapor on existing PGE poles along westerly side of highway

2. **Proposed Illumination:**

Location To be established
Type Mercury vapor

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Oswego Creek
Type Concrete Arch
Approach Roadway Width 19' north--24' south Shoulder Width None
Length 330' Width 19'
To remain in place? No - remove

2. **Proposed Structure:**

Location Continue to be 20-30 feet east of existing structure

Approximate Size: Length 330' (225' taper) Width 70' (45'-6')

Are sidewalk/bikeways desired: Yes - 7' each side

Are any utilities to be attached to structure? Yes - Gas and sanitary sewer are on existing structure.

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? Yes - Viaduct is proposed for the south and transition and existing highway

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad N/A

Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — OSHD - 5821 N. E. Glisan Office
2. Environmental — OSHD - 5821 N. E. Glisan Office
3. Public Hearing — OSHD - 5821 N. E. Glisan Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No__X__
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 140,000
Right-of-way costs (if participating)	90,000
Traffic control	80,000
Illumination	40,000
Structures	1,100,000
Railroad	-----
Other Walls, signs, striping, etc.	173,000
Preliminary engineering	130,000
PROJECT TOTAL	$ 1,753,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

By_____

By_____

By_____ Chairman

By_____ Commissioner

By_____ Commissioner

PROJECT RESPONSIBILITY (AGENCY) Oregon Highway Division
PROJECT LIMITS Oswego Creek Bridge and Approaches
PROJECT LENGTH 1300 Lineal Feet
PROJECT DESCRIPTION
Replace existing 19' wide bridge with 70' concrete structure; revise approaches; provide channelization and signals at intersections of each end of bridge.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:
LONG RANGE ELEMENT X TSM ELEMENT ____

PROJECT NAME: Oswego Creek Bridge Replacement

I.D. # ____

APPLICANT Clackamas County
AGENCY Oregon State Highway Div.

PROJECT INFORMATION FORM
TIP - FY77 ANNUAL ELEMENT
PORTLAND-VANCOUVER
METROPOLITAN AREA

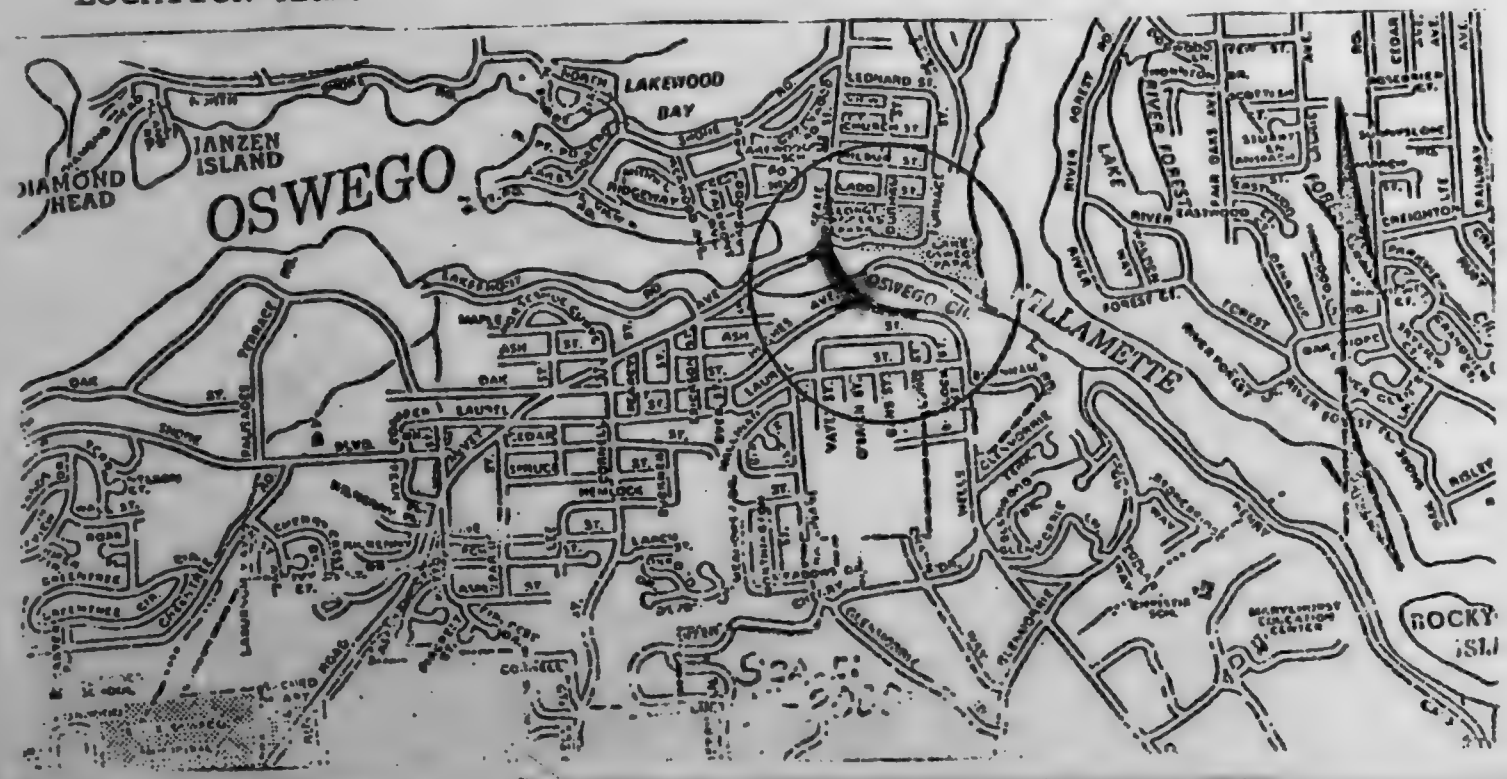
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 77	FY 78	FY 79	FY 80	FY 81	TOTAL
TOTAL	$ 130		1,623			1,753
FEDERAL	$ 112		1,396			1,508
STATE	$ 18		227			245
LOCAL	$					
	$					
	$					

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIMINARY ENGRG	$ 130,000
CONSTRUCTION	140,000
RIGHT OF WAY	90,000
TRAFFIC CONTROL	80,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	40,000
STRUCTURES	1,100,000
RAILROAD CROSSINGS	-----
Walls, signs, striping, etc.	173,000
TOTAL	$ 1,753,000

LOCATION MAP:



SOURCE OF FUNDS (%)

FEDERAL	
FAUS (PORTLAND)	
FAUS (OREGON REGION)	86%
FAUS (WASH REGION)	
UMTA CAPITAL	
UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
NON-FEDERAL	
STATE	14%
LOCAL	

9378

STATE OF OREGON

INTERCE MEMO

B/W 4/18

TO: JAMES D. MC CLURE
Project Development Engineer

DATE: March 31, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Oswego Creek Bridge

It looks like you made the grade with the Oswego Creek Bridge, insofar as CRAG is concerned.

Let's be prepared to transmit a package to Larry Rulien, complete with project request, documentation of the prior assessment, and the CRAG resolution on the first of May.

I would prefer this package for my signature, and ready to go so we can add the resolution as soon as Ted can obtain it after the CRAG board meeting.

ebg

cc: Ted Spence: Please expedite the resolution so we can get on with this preliminary engineering program.

cc Rulien
Klaboe

PE 130,000 FY 77

Package — Project Request - done - County will have signed
Assessment - done if old version is OK ? - Limits of Neg. Dec. Study Area. ? } Ewen determine
CRAG - Resolutions etc should have by Lab Apr. — Spence
Survey Authority - Ewen
Agreement check list - McClure
Res. Engr. / Project Coordinator - ?

NOTED
F. B. KLABOE

Bothman
cc. Ewen

RECEIVED
DOT OPERATIONS
APR 4 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125.1387

9378

76-85

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

March 23, 1977

PE PR1 PR2 DE
O.S.I.D. - METRO
MAR 25 1977
FILE T/A

Mr. Robert N. Bothman
Assistant State Highway Engineer
Department of Transportation
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon 97213

Enclosed are copies of resolutions from local jurisdictions requesting withdrawal of Kerr Road, FAU No. 9407 from the Transportation Improvement Program. It is further requested that the Kerr Road Project be replaced by insertion of the reconstruction of Oswego Creek Bridge on State Highway 43, FAU No. 9565.

The Kerr Road project is being withdrawn as a result of considerable citizen opposition expressed by the Mountain Park neighborhood. The infringement into this neighborhood by an arterial improvement and environmental issues which have been raised by citizens are such that court action is very probable should this project be continued. In addition, re-evaluation of the transportation deficiencies in the Lake Oswego area has resulted in agreement that the Oswego Creek Bridge reconstruction has a higher regional priority.

The local jurisdictions are of the opinion that they have carried the project in good faith, fulfilled the necessary studies to arrive at this conclusion, and concluded that it is not in their best interests to continue. They believe they should not be penalized for this decision by being asked to reimburse the Federal funds used in preliminary engineering.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/lb

P.S. Please prepare project assessment statement and application form for submission to CRAG.

Encls.

cc: State Representative Roger Martin

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Requesting the Oregon Department of Transportation and the Columbia Region Association of Governments to withdraw the Approval of the Lower Boones Ferry Road, S.W. 49th Avenue Section of Kerr Road, FAU No. 9407 from the Transportation Improvement Program.

RESOLUTION NO. 77-407

This Matter coming before the Board as a result of the lack of citizen support for this project, and

It further appearing that the environmental issues and infringement into the Mountain Park neighborhood, resulting from an arterial road improvement, is likely to result in court litigation, and

It further appearing that Multnomah County and the City of Lake Oswego have adopted resolutions to withdraw this project from the Transportation Improvement Program and

It further appearing that a higher priority need has been established by the City of Lake Oswego, on reconstruction of the Oswego Creek Bridge, on Oregon State Highway No. 43, now therefore

IT IS HEREBY ORDERED that the Oregon Department of Transportation and the Columbia Region Association of Governments withdraw the approval of the Kerr Road FAU No. 9407 project originally approved by Agreement dated December 12, 1972, from the Transportation Improvement Program.

IT IS FURTHER ORDERED that the Oswego Creek Bridge reconstruction on Oregon State Highway No. 43, FAU No. 9565 is requested as a replacement project for Kerr Road.

DATED this 17 day of March, 1977

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

PW

9378

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: March 14, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Oswego Creek Bridge
Oswego Highway

Fred Klaboe confirmed that the state would provide the 14 per cent local match for the subject project, pending final decision to proceed by the Oregon Transportation Commission.

This indicates we should proceed with the project request through the local jurisdictions and CRAG, with the indication that the 14 per cent match will be provided by the state for the project.

Obviously, final approval of this project requests with the OTC.

ebg

cc: [redacted]

RECEIVED
DOT OPERATIONS
MAR 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
P. D. [illegible]OSE

EI-125-1567

9378

STATE OF OREGON

INTEROFFICE MEMO

TO: JAMES D. McCLURE
Project Development Engineer

DATE: March 10, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Oswego Creek Bridge

ODOT is committed to expediting the Oswego Creek Bridge project. I talked with Stan Skoko, John McIntyre, and Winston Kurth on this subject with the conclusion to attempt the following schedule:

Obtain the necessary resolution from Clackamas County to withdraw Kerr Road by March 15 (action has been taken by both the city of Lake Oswego and Multnomah County).

Kurth will send ODOT (Metro Section) a letter stating the resolution to withdraw Kerr Road as a project because of public and environmental road blocks. Metro will then send this documentation to Rulien so necessary action can be taken to alleviate "payback" on the preliminary engineering after the following actions.

It will be necessary for Clackamas County to submit their withdrawal of Kerr Road to the TIP Subcommittee.

Either Clackamas County and/or the city of Lake Oswego must place the Oswego Creek Bridge project in the TIP in the same amount--$1.7 million--as the Kerr Road project. This should be accomplished during the last two weeks in March.

The TIP Subcommittee should recommend the withdrawal of the Kerr Road project and the initiation of the Oswego Creek Bridge project to the TIP to the TTAC April 8, allowing for board action on April 28.

The last step will be the transmittal of the project request, assessment, and supporting documentation, including city, county, and CRAG actions to Rulien for programming the project May 1.

You should work with the city of Lake Oswego, Clackamas County, Multnomah County, and the TIP Subcommittee to expedite the necessary action to see this schedule is met in the CRAG process. You should work with Ewen to initiate the necessary work to submit a package to Rulien, May 1.

ebg

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
MAR 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

9378

February 8, 1977

The Honorable Walter F. Brown
State Senator
S-309 State Capitol
Salem, OR 97310

Dear Senator Brown:

We have actively pursued replacement of the Oswego Creek Bridge, but without success so far. The Oswego Highway comes under the funding jurisdiction of the Columbia Region Association of Governments. We are currently working with the City of Lake Oswego, Multnomah and Clackamas Counties to program funds to proceed with replacement of the bridge.

Although funds are not now available for this project, a proposal has been agreed upon which will transfer monies now allocated to improve Kerr Road to construction of a new Oswego Creek Bridge. This transfer of funds is subject to approval by both Multnomah and Clackamas Counties and Clackamas County has already given approval.

We are making every effort to expedite allocation of monies for this project.

Sincerely,

H. S. Coulter
State Highway Engineer

RNB:ebg ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
R. W. Ellison
R. P. Hamilton

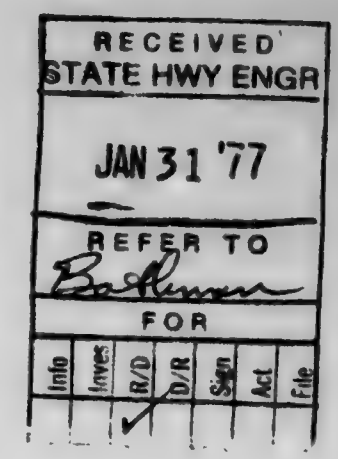
HOME ADDRESS
WALTER F. BROWN
16 SW MONTICELLO DRIVE
LAKE OSWEGO, OREGON 97034

CLACKAMAS COUNTY
DISTRICT 13

COMMITTEES
JUDICIARY
TRANSPORTATION
AGRICULTURE AND
NATURAL RESOURCES

OREGON STATE SENATE
SALEM, OREGON
97310

January 28, 1977



H. S. Coulter
State Highway Engineer
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

For years many of the residents of the Lake Oswego-West Linn area have given their automobile insurance agents daily cause for concern as they precariously navigate to and from home and work, etc., over the narrow, antique, concrete and steel bridge which spans Oswego Creek on State Street in south Lake Oswego. When a private motorist competes for passage with a Tri-Met Bus or a large truck loaded with wood chips, a safe crossing becomes near-miracle.

I am sure that the Highway Division is well aware of this particular hazard. The purpose of this letter is merely to ascertain what plans might be on your books to widen or rebuild this particular bridge, and to lend my support for an early launching of this project.

In closing, I must express the appreciation of all local residents for the fine new bridge on McVey which has greatly improved the safety of auto, bicycle, and pedestrian travel on this key Lake Oswego thoroughfare.

Very respectfully,

Walter F. Brown
Senator District 13
Member, Committee on Transportation

Copy to: Dee Denton, Manager
Lake Oswego Chamber of Commerce
500 4th Street
Lake Oswego, Oregon 97034

Robert W. Ellison
Bridge Engineer (Acting)
Highway Division

9378

1-27-77

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR
MULTNOMAH COUNTY, OREGON

In the Matter of requesting the Oregon Department of Transportation, Highway Division, to withdraw the approval of S.W. 49th Avenue - Kerr Rd. From the Urban System Project

RESOLUTION

The above-entitled matter is before the Board to consider requesting the Oregon Department of Transportation, Highway Division to withdraw S.W. 49th Avenue - Kerr Road Urban System Project approval per agreement of December 12, 1972 between the State of Oregon, by and through the State Highway Commission; Clackamas County, Oregon; City of Lake Oswego, Oregon and Multnomah County, Oregon; and it appearing to the Board that:

WHEREAS, Clackamas County has indicated strong citizen opposition to continuing this project; and

WHEREAS, City of Lake Oswego has indicated a change of priorities because of the necessity to direct available funds to projects of greater need; and

WHEREAS, the transportation priorities of Multnomah County are such as to request a withdrawal of this project approval; and

WHEREAS, Multnomah County has received strong citizen opposition to the project; and

WHEREAS, Multnomah County completed the preliminary engineering including a major portion of the required Environmental Impact Statement; and

WHEREAS, the Oregon State Highway Division because of priority of this project and their lack of staff has been unable to complete the Environmental Impact Statement; and

WHEREAS, in accordance with the agreement, funds were deposited with the State Highway Division to concur the preliminary engineering cost, and

WHEREAS, Multnomah County has in good faith fulfilled all phases of the agreement completed to date, and

It appearing that such further consideration toward the continuation of this project would not be to the best interest of participating agencies, be it therefore

RESOLVED, that the Chairman of the Board of County Commissioners request the Oregon Department of Transportation, Highway Division to terminate the S.W. 49th Avenue - Kerr Road Urban System Project Agreement dated December 12, 1972 on the condition that Multnomah County will not be required to reimburse the Federal Highway Administration, State of Oregon, Clackamas County or the City of Lake Oswego for any cost incurred by them in connection with this project.

January 27, 1977

BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

By DONALD E. CLARK
Chairman

(SEAL)

APPROVED AS TO FORM:

GEORGE M. JOSEPH
County Counsel for
Multnomah County, Oregon

By Charles S. Evans
Deputy

9378

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, OR 97213

December 16, 1976

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Oswego Creek Bridge

NOTED
E. S. HUNTER

TO: MEMO TO THE FILE

On December 14, at the request of Winston Kurth, I met with the following city and county representatives: Multnomah County, Oliver Domreis and Bebe Rucker; Clackamas County, Winston Kurth; Lake Oswego, Donald Eppley (City Manager), Bob Amptman (City Engineer), and John Bustraan (City Traffic Engineer); and from OSHD, Jim McClure and Bob Ewen.

Kurth laid out his proposal to abandon the Kerr Road project now on the TIP, scheduled for construction at a cost of $1.8 million. His proposal was to substitute the Oswego Creek Bridge project. Rucker expressed approval with the idea of cancelling the Kerr Road project. Eppley concurred with the recommendation to abandon the Kerr Road project and substitute the bridge project.

Rucker questioned the substitution of the Oswego Creek Bridge project, indicating the county might have other priorities for that money on the FAUS. She did not rule out the proposal.

The current working agreement is with the two counties; the city is not involved in the agreement. The two counties will take the necessary board action to remove the Kerr Road project from the TIP.

Eppley discussed the city's newly adopted charter admendment which requires a vote of the public on street projects. For that reason, and that the bridge is on a state highway, he suggested the state initiate the project. I said we are now doing the recon work, plan to do an assessment, and will proceed to initiate a project.

The local match was discussed; I advised our current agreement with the League of Oregon Cities, dated last month, indicates the state will provide the local match on FAU projects on state highways.

Bob Ewen proceeded to discuss the alternatives we have verbalized for the Oswego Creek Bridge. These include a bridge replacement in kind; that is, two standard-width lanes at a cost of $900,000; a five-lane bridge (four lanes plus left turn) plus four lanes to connect north to the existing four-lane section, and four lanes connecting south to the top of the hill. estimated at $5.5 million, in accordance with the A-95 circulated by ODOT a couple of months ago; and the project submitted to the ITC for funding under the E-4 program, a four-lane bridge with narrow shoulders providing for one lane and a left-turn lane northbound, and two lanes southbound, providing for the two county roads at each end of the bridge, including a connection to the south two-lane section and the four-lane section on the north.

Ewen discussed the project impacts of widening to gain four lanes up the hill to the south, the impacts upon the park in the eastside of the bridge, and the current arch design for the existing structure, etc.

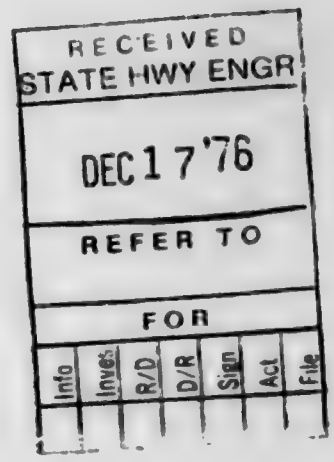
Eppley requested the city council be advised expeditiously on the activities on the project, and although because of the charter amendment are not in a position to endorse the project, they could provide a general feeling.

The meeting served the purpose of bringing together the staffs of the two counties, the city, and the state to provide for the funding through urban systems monies, and to organize the effort to advance the project by the state, the city, and Clackamas County.

ebg

cc: F. B. Klaboe
H. S. Coulter
[redacted]
J. H. Versteeg
G. A. Potter
W. J. Hart
E. L. Hardt

Note: Ewen will proceed to expedite preparation of a recon report, project request, and environmental assessment in anticipation of the availability of PE funds in January to proceed with this project.



9378

3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 28, 1976

FROM: PAUL W. WARD
Region Staff Assistant

SUBJECT: LOCATION DATA
Oswego Creek Bridge
Oswego Highway

TO: DON N. STOUDENMEYER
Preliminary Design

Enclosed is the location data for the subject project as listed on the attached transmittal letter from Ardean Zander.

Please contact Rob Cameron at the Metro Location Office if additional information is required.

Paul W. Ward -

Data returned to Region
11-8-76
Dnd

PWW/gw

Enclosure

cc: Rob Cameron

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 26, 1976

FROM: Ardean Zander
Road Design Secretary

SUBJECT: Location Data
Oswego Cr. Bridge Section
Oswego Highway
Prefix 3-1415

TO: Ed Hardt
Region I Engineer

Here is the following Location Data on the above-named project.

1	Roll	Detail Map with Construction Items (Sepia)
1		Location Map (Cloth) 1"=50'
1		Colored Right of Way Map
1		Location Profile and Typical Section
1		Study Profile
1		Platted Cross-sections
2		Mylar Field Sketched Topog., Parts 1 & 2
1		Bridge Location Profile
1		3-Line Profile
4		Miscellaneous Maps
1	Bundle	Subdivision Plat Sheets
1	Print	Reconnaissance Estimate
1		Proposed Right of Way Lt. (Sta. 242-250)
1	Book	Transit Notes
1		Level Notes
1		Cross=section Notes
1		Field Ties
1	Folder	Grades
1		Coordinates
1		Quantity Calculations
1		Deed Photostats

OE RME RCE FAE
TE RECEIVED RSM
UE MAR 1 1976 RSC
SO REGION I RBI
ENV LOC

AZ
cc: Pete Carstensen

Paul - Pls hold until we get approved survey order. ~~EH~~

Scofield

9377

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Oct. 18, 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green, FHWA
~~M. S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
E. L. Hardt
W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: Oswego (Sucker) Creek Bridge (Dist #2)

DATE: 10/12/76

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7609 2 910

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
OCT 18 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9-10-76
BEN GIFFORD

PNRS #2

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 9731
Ph: 378-3732

RECEIVED
SEP 21 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: ~~7609 2 910~~ Return Date: OCT 08 1976

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PRELIMINARY ENVIRONMENTAL ASSESSMENT

(✓) The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

( ) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - - -

REMARKS

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By [signature]

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

Administrative Services Division
Dept. of Environmental Quality

RECEIVED
SEP 21 1976

PNRS STATE REVIEW

Project #: 7609 2 910 Return Date: OCT 08 1976

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PRELIMINARY ENVIRONMENTAL ASSESSMENT

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( ) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

(✓) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - -

REMARKS

An Indirect Source Construction Permit is necessary.
Noise impacts from increased traffic may be significant along Oswego Highway outside of project limits.
An environmental assessment should be performed.

Agency DEQ By Anthony J. Cuenye J.

9378

October 11, 1976

The Honorable Roger E. Martin
State Representative
13750 SW Knaus Road
Lake Oswego OR 97034

Dear Representative Martin:

I am enclosing correspondence, aerial mosaics and an environmental assessment relating to improvement of the Oswego (Sucker Creek) Bridge. I believe the assessment contains information of most value to you.

The bridge is 19 feet wide and currently handles 12,000 vehicles per day (20-year projection is 33,000 vehicles per day). The section of roadway southerly from the bridge to the south city limits of Oswego has two 10-foot lanes with virtually no shoulders. With this narrow width, not only a capacity problem exists but there is also a potential traffic hazard in bringing four lanes of traffic into two lanes. It is interesting to note that the accident rate through this section for 1975 was 2.09 accidents per million vehicle miles, which is well below the statewide average of 6.38 on urban highways. This low accident rate is indicative of the hazardous condition that exists as motorists are more cautious when driving this section. This caution does, however, affect capacity and there is a need to increase capacity by widening the highway through Lake Oswego.

In cooperation with the local jurisdiction and as required by the Federal Highway Act of 1973, we recently completed functional classification of all roads in Oregon. On June 30, 1976, we realigned the Federal Aid System consistent with the functional classification. As a result, the Oswego Highway was removed from the Primary System and placed on the Urban System. Any improvement on this highway now would have to be accomplished

with Urban funds. Priorities for their use are established by the local Council of Governments--in this case Columbia Region Association of Governments (CRAG); therefore, sanction by them is necessary for inclusion in some future construction program.

For your information, CRAG is currently reviewing projects in their area for possible use of the Mt. Hood Transfer Funds. An improvement project in this area could qualify for this source of funding if CRAG so desires.

If you need more specific information, please contact me.

Sincerely,

H. Scott Coulter
State Highway Engineer

Enclos
WHT:jp
bc E.S. Hunter
F.B. Klaboe
Ed Hardt
Frank Terpin
R.A. Burco
Room 105 Capitol Building
Bob Bothman
Hart

STATE OF OREGON

INTER OFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: August 31, 1976

FROM: L. W. Rurlen
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Oswego (Sucker) Creek Bridge
Oswego Highway
Clackamas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-Significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

Approved 9/3/76
Asst. State Hwy. Engr.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
~~County/City Unit~~
~~D. E. Swan~~
B. L. Gifford
Region 1 : Ed Hardt
District 2B : J. D. McClure
Region 1 Geologist: Dan Gano

RECEIVED
STATE HWY ENGR
SEP 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. H. TEBEAU

NOTED
W. N. HACKLEMAN

LOCATION

NOTED
G. C. WILLS

NOTED
[illegible] C. TERPIN

81-125-1387

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 25, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project M-9565(-)
Oswego (Sucker) Creek Bridge
Project Assessment

FROM: G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 6, 1976, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration and Section 4(f) Statement.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design and other specific details contained in the assessment will be subject to future reviews.

William H. Bergen
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 1, C. Markham)

BEN GIFFORD

PROJECT MANAGEMENT
AUG 27 '76
REFER TO
Info | Investigate | R/W | Action | File | Letter | Return

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO
Rulien
FOR
Info | Invest | R/W | D/R | Sign | Act | File

RECEIVED
AUG 26 1976
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT
Major - Non-adj.
M-9565(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 26, 1976

Section Oswego
Unit (if appl) Oswego Bridge
County Clackamas
City Lake Oswego
Highway Oswego
State Hwy. No. 3
Termini: M.P.(if appl) 6.6-7.0
Length 0.4 mile
Region I
Construction Estimate $2.5-$5 million (1974 dolla
Program Amount

B. Purpose of Project:

The purpose of the proposed project is to improve traffic flow and safety by widening the existing alignment; channelizing traffic flow, and constructing a new bridge over Oswego Creek.

C. Origin & History of Project:

The present bridge over Oswego (Sucker) Creek was constructed in 1930 to a roadway width of 19 feet. There has been virtually no improvement through this section of highway since that time. Accelerated growth of the area and increase in traffic prompted consideration for replacement of the bridge and its approaches; subsequently, a number of alternatives for the bridge had been considered. Discussions between the Highway Division and the City of Lake Oswego have been reinitiated to update project development.

D. General Description of Project:

Existing structure over Sucker Creek is antiquated, have 2-19 foot travel lanes. The proposed improvement would replace the existing structure with a modern span.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No
Proposed: No. Lanes 4 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 12,000 ; Projected ADT 33,000 ; Yr. 1995
Existing Level of Service E

Proposed Facility: Projected ADT 33,000 ; Yr. 1995
Projected Level of Service D

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 3
Yes, No

Acres 2.2-2.5; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any: ?

Type of Structure(s):
Concrete bridge structure; type not yet determined.

Brief Description of River or Stream and Type of Involvement, if any:
Oswego Creek flows easterly for a short distance (0.5 mile) from Lake Oswego to its confluence with the Willamette River; disturbance to the creek should be minimal although some sedimentation caused by construction is unavoidable.

Local City, County or COG priorities of project:

The City of Lake Oswego is presently establishing a project priority.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):
The several plans under consideration are basically the same--differing only in the length of left turn refuges extending into the curve on the south end of the bridge. Plan I will be an extended refuge and curve. Plan II will have no left turn refuge and a shorter curve The primary difference between plans is in the amount of right-of-way required. Each plan has two design alternatives: a viaduct versus a fill on the south end. Plan I-Fill, inclu a partial viaduct, 2 spans, and would require about 1.6 acres of parkland for fill area. P I-Viaduct, includes a viaduct, 8 spans and would require about 0.9 acre of parkland for fil area. Plan II-Fill, includes a partial viaduct, 2 spans, and about 1.1 acres of parkland f fill area. Plan II-Viaduct, includes a viaduct, 4 spans, and about 0.8 acre of parkland for fill area

Other Descriptive Information or Comments:

A detour would be provided on McVey Avenue to allow crossing of Oswego Creek. Damage to park to be minimized by use of viaduct approaches to the bridges.

A Corps of Engineers (Sec. 404) permit will be required.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Oswego Creek Bridge crosses Oswego Creek, an east-west stream which begins at the Lake Oswego dam and empties into the Willamette River east of Oswego Creek Bridge. The creek bed is well vegetated on both sides by trees, brush and riparian vegetation. The stream is regulated by the spillway to the dam on Oswego Lake. The creek bed lies in a ravine about 60 feet deep, is well vegetated and extends east-west, increasing in width to the east. On the south side of the bridge a steep, rocky hill rises out of the ravine. On the north side of the ravine a high plain lies between Lake Oswego and the Willamette River.

2. Cultural:

Oswego Creek forms a boundary between the commercial and residential areas of the city of Lake Oswego. South of the ravine lies a residential area which extends over the hills and along the shore of Oswego Lake. North and east of the ravine lies the George Rogers Park which accommodates two baseball fields, nature trails, restrooms, and picnic areas. The park extends under the bridge with facilities occupying both sides of the ravine. The intersection of McVey Avenue and Oswego Highway occurs on the east side of the park. This intersection is heavily used with an ADT (1973) of 19,200 along the Oswego Highway. Traffic noise is high at the intersection. The commercial area of the city of Lake Oswego is located north of the intersection. The only major utility in the bridge vicinity is a penstock which carries water downstream to a 600 kilowatt power plant downstream from the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Viaduct: 2.3 acres of whi 2 acres is parkland and 0.3 acres is residential. Fill-retaining walls: 2.5 - 3 acres of which 2.2-2.5 acres is park land and 0.3 acres is residential. The park land propose for fill and/or viaduct use contains several trails which lead to the east side of the bridge. Restrooms are located in the immediate area. Fill in this part of the park lan will restrict access to the upper portions of the park.

2. Estimated Impact on Traffic Patterns:
Widening of the bridge will increase capacity and allow safer and smoother traffic flows. Traffic patterns will not be changed.

Consequences--Air Quality, Noise, Safety, etc.:
Project will improve traffic flow and safety and increase the capacity of the affected street network to meet future traffic growth.

3. Estimated Impact on Land Use:
Since this project is not expected to change traffic patterns, land use change should be minimal.

Consequences:

The amount of park land to be used for bridge construction and/or fill depends upon the final design of the structure. Possible acreage ranges from 0.8 acre to 1.6 acres which will be converted from park use to transportation use.

4. Expected Impact on Natural Ecological Resources:
Loss of natural vegetation will result from bridge construction. Oswego Creek will be subject to some sedimentation during construction and until exposed slopes are stabilized

Consequences:
Landscaping will revegetate the area.

5. Expected Impact on Cultural and Scenic Resources:
A small portion of the city park will be removed by construction. Access west of the bridge may be restricted depending upon final design. Traffic disruption during construction will occur. An archaeology survey may be needed.

Consequences:
Present recreational usage of the affected portion of the park will be eliminated. This reduced recreational area is small relative to the entire park area. While traffic disruption during construction is unavoidable, smoother flow allowed by the improvement should improve air quality and noise conditions.

6. Preliminary Identification of Areas of Critical Concern:

George Rogers Park

7. Potential for Controversial Issues:
Effects on park

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Yes

b. Noise Standards

Maybe

c. Water Quality Standards

Yes

d. Area Land Use and Transportation Plans, and Zoning

Yes

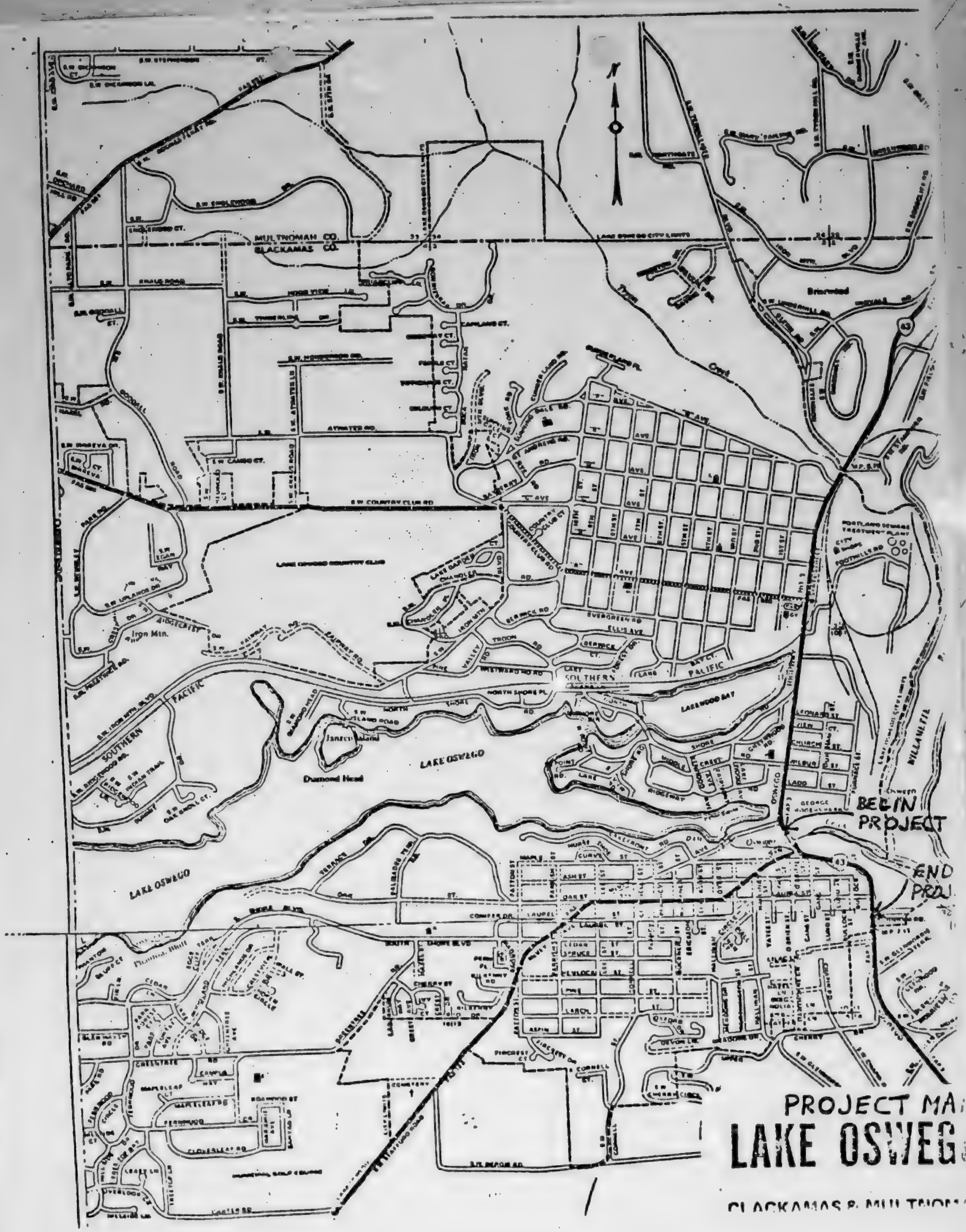
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	__X__ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	__X__ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project involves only a minor amount of right-of-way and does not require the relocation of people or businesses. This project is directed at greater safety and accommodating future traffic demand and does not cause significant changes in traffic patterns.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4


MULTNOMAH CO.
CLACKAMAS CO.
LAKE OSWEGO CITY LIMITS
Briarwood
Oswego
LAKE OSWEGO
Diamond Head
Iron Mtn.
SOUTHERN PACIFIC
SOUTHERN PACIFIC
BEGIN PROJECT
END PROJ
PROJECT MA
LAKE OSWEG
CLACKAMAS & MULTNOM

Form 81.714 3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

February 23, 1976

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: HIGHWAY STUDIES
City of Lake Oswego

TO: MEMO TO FILE

I attended a meeting on February 18 in the Salem Location Office to discuss the schedule for a study for highway improvements on the Oswego Highway in the City of Lake Oswego. Attending were Gary Potter, Frank Terpin, Bill Tebeau and Willis Hackleman. Sine we have previously made a committment to the City that we would be doing a recon study for highway improvements, the purpose of this meeting was to get down to specifics regarding this study.

It had already been decided that we would approach the study in two segments. The first would be called the Oswego Bridge Section and would encompass the area south of the bridge along the rock bluff, extending as far north as McVey Avenue. The second would run from McVey Avenue through the CBD of Lake Oswego to the junction with the Terwilliger extension. Preliminary discussion with the FHWA indicates that we could probably handle the first section with a negative declaration together with a 4F statement, since the project would encroach on the park in the vicinity. The second section would likely be classified as a category 2 project, which would require a full environmental impact statement.

The tentative schedule for the Oswego Creek Section, which is shown in the 6 year program for construction during fiscal year 1977, is as follows: project assessment approval and authorization for preliminary engineering - 1 month; verification of field survey - 3 months; preliminary design including structural work, preparation of the Negative Declaration and preparation of hearing documents - 12 months. This would indicate that we might get to a corridor/design hearing about 16 months from now. The second section through the main part of the City of Lake Oswego would follow the Oswego Creek Section outlined above.

ELH/lms
cc: F. B. Klaboe
Frank Terpin
Gary Potter
Bill Geibel

THIS COPY [illegible]

RECEIVED
FEB 25 1976
LOCATION
SECTION

NOTED
W. N. HACKLEMAN

NOTED
L. H. TEBEAU

NOTED
F. E. TERPIN

Plan "A"
6-lanes
G & P $1,620,000
Str. --- ---
R/W 2,650,000
Est. Total $4,270,000

Plan "B"
6-lanes
Relocate R.R.
G & P $2,190,000
Str. --- ---
R/W 2,170,000
Est. Total $4,360,000

Plan "C"
5-lanes
G & P $1,130,000
Str. --- ---
R/W --- ---
Est. Total $1,130,000

4-lanes
G & P 770,000
Str. 1,380,000
R/W 350,000
Est Total $2,500,000

T 1,2S ,R.1E,WM

LAKE OSWEGO

CLACKAMAS & MULTNOMAH COUNTIES, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 14,573

Scale in Feet

SHEET ARRANGEMENT

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R.DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

9378

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 19, 1973

SUBJECT: Oswego Section
Oswego Highway
Clackamas County

To: Mr. E. S. Hunter
Assistant State Highway Engineer

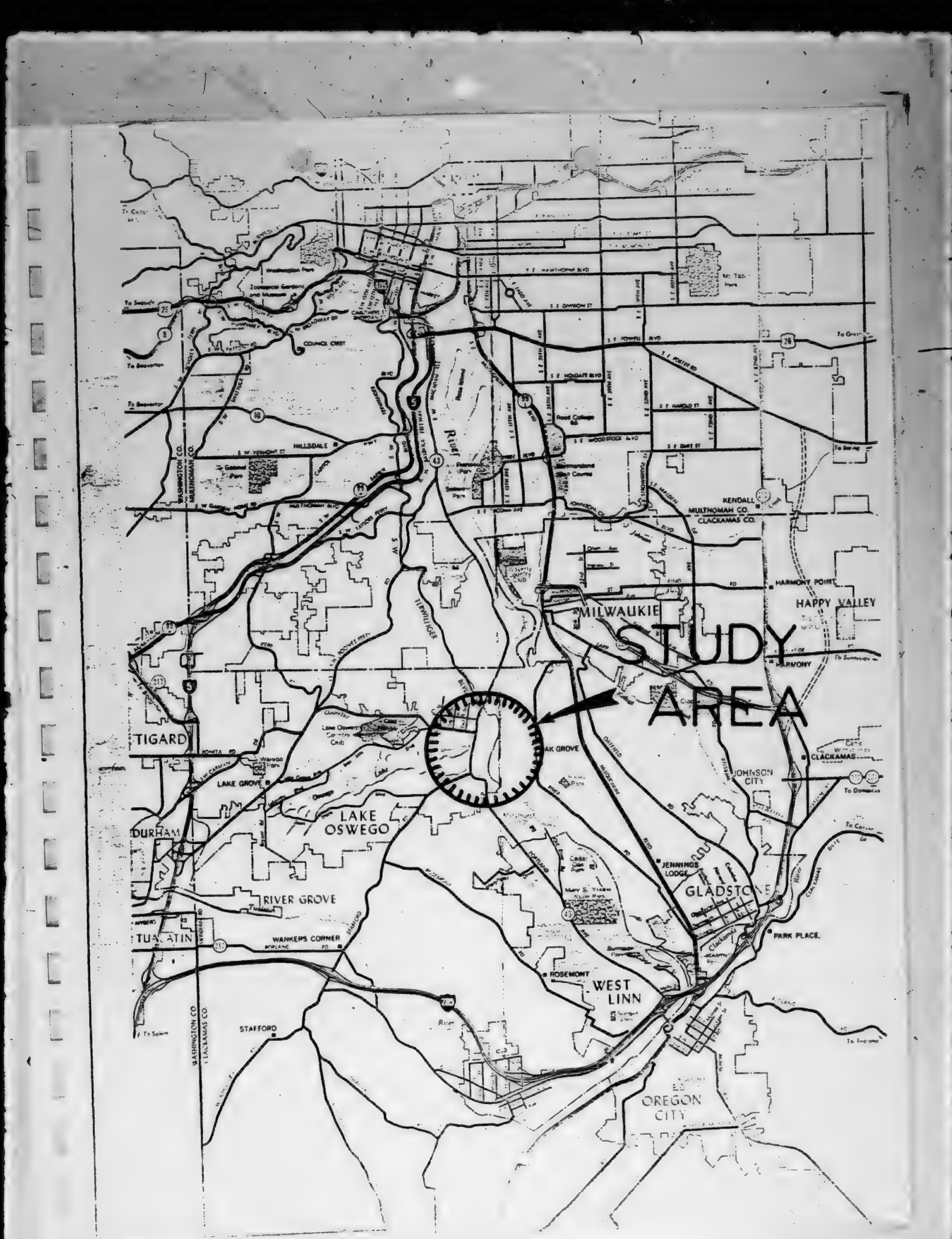
The attached report on the above section has been developed per your request.

The data contained is from reconnaissance type studies.

Victor D. Wolfe
Location Engineer

Attachment

WHW:mc


STUDY
AREA
MILWAUKIE
HARMONY POINT
HAPPY VALLEY
KENDALL
MULTNOMAH CO.
CLACKAMAS CO.
HILLSDALE
COUNCIL CREST
RIVER GROVE
TIGARD
LAKE GROVE
LAKE OSWEGO
DURHAM
TUALATIN
WANKERS CORNER
STAFFORD
WASHINGTON CO.
CLACKAMAS CO.
OAK GROVE
JOHNSON CITY
CLACKAMAS
JENNINGS LODGE
GLADSTONE
PARK PLACE
ROSEMONT
WEST LINN
OREGON CITY
Willamette River
Tualatin River
Clackamas River
Oswego Creek
Tryon Creek
Fanno Creek
Johnson Creek
Terwilliger
Multnomah Channel
Willamette Park
Zoological Gardens and Museum
Mt. Tabor Park
Reed College
Marylhurst College
Cedar Hills Park
Mary S. Young State Park
Lake Oswego Country Club
Riverside Golf Course
Clackamas Community College
Clackamas Town Center
Barbur Boulevard Shopping Center
Sellwood Bridge
Ross Island
Sellwood Park
Oaks Park
Oaks Amusement Park
Westmoreland Park
Eastmoreland Golf Course
Crystal Springs Rhododendron Garden
Woodstock Park
Powell Butte
Powell Blvd
Foster Rd
Holgate Blvd
Harold St
Woodstock Blvd
Duniway Park
Gabriel Park
Capitol Hwy
Taylors Ferry
Boones Ferry
Terwilliger Blvd
Macadam Ave
Barbur Blvd
Johnson Creek Blvd
Oatfield Rd
Milwaukie Expressway
Sunnyside Rd
Stafford Rd
Borland Rd
Lake Grove
Carman
Bonita Rd
Durham Rd
Tualatin Rd
Boones Ferry Rd
Lower Boones Ferry Rd
Kruse Way
Macadam
Portland
To Portland
To Salem
To Beaverton
To Gresham
To Estacada
To Corbett
To Damascus
To Sunnyside
To Harmony
5
26
43
99
99W
205
213
217
224

OSWEGO SECTION

OSWEGO HIGHWAY

CLACKAMAS HIGHWAY

Several studies have been made for improving the section of the Oswego Highway between points "A" and "B" shown on the attached map.

These studies include projects that would vary from simply upgrading and improving the existing highway to a bypass along the west bank of the Willamette River. The costs for these routes would likewise vary, dependent upon the scope of the project. The estimates range from $9,500,000 to $14,000,000.

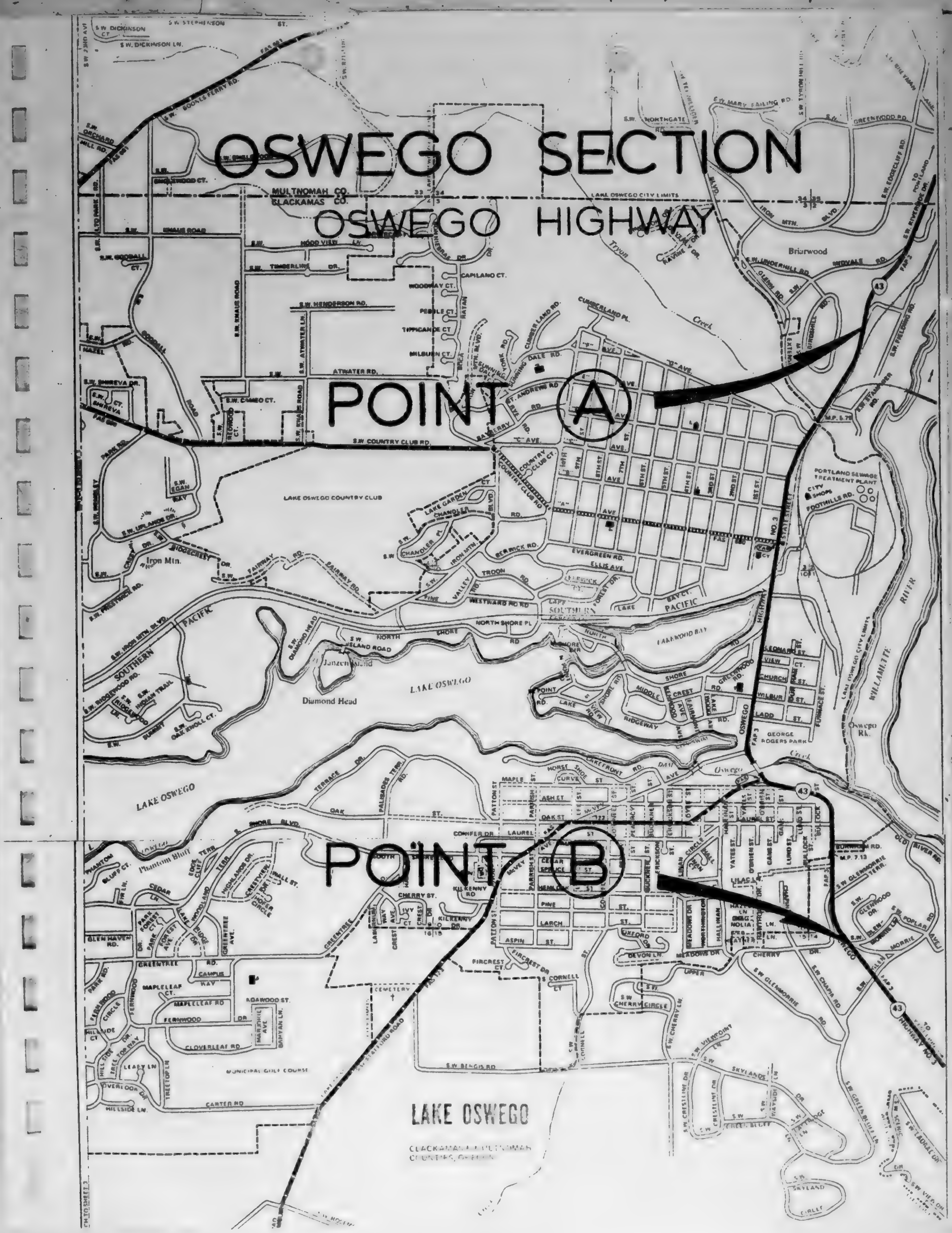
The existing highway varies from a two-lane facility 19 feet in width at the Oswego Creek Bridge to a 60-foot four-lane facility through the business district.

The attached map shows the present traffic volumes which vary from 10,300 to 23,300. The projected 1993 traffic is expected to average from 20,800 to 46,400.

10/19/73

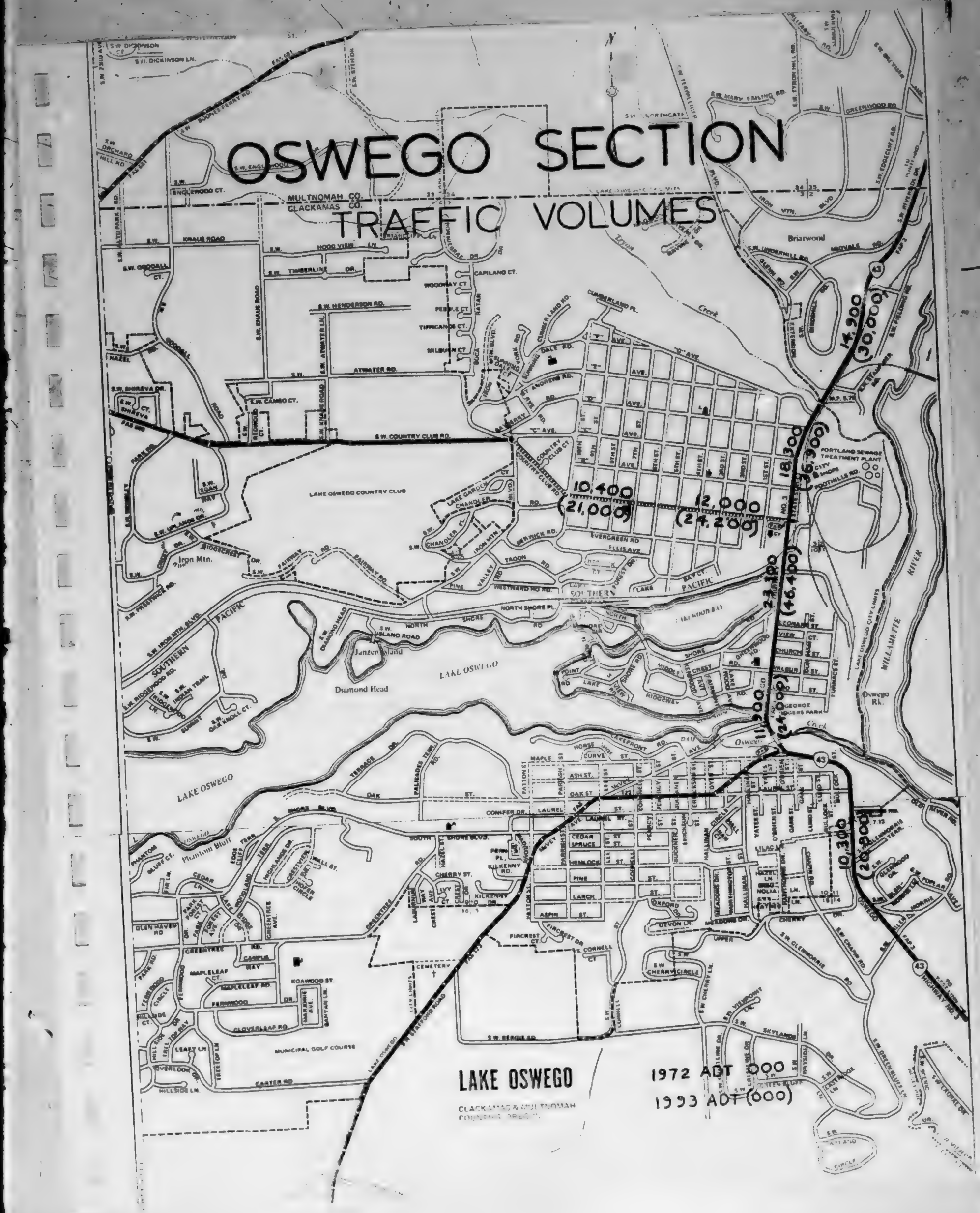
OSWEGO SECTION

OSWEGO HIGHWAY



OSWEGO SECTION

TRAFFIC VOLUMES



LAKE OSWEGO

CLACKAMAS & MULTNOMAH COUNTIES, OREG.

1972 ADT 000

1993 ADT (000)

9318#21

DEPARTMENT OF TRANSPORTATION

ROBERT W STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 10, 1976

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Oswego (Sucker) Creek Bridge
Highway: Oswego Highway, ORE Rt. 3
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 22, 1976.

BLG:dpy

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

Region Engineer: 1 - Ed Hardt
District Engineer: 2 - W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford
W. J. Hart
R. E. Etherington, CRAG

RECEIVED
STATE HWY ENGR
SEP 14 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Department of Transportation			[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[60]	[76] ZIP: 97310	[80]
04	[12] CONTACT PERSON: L. W. Rulien	[45]	[46] AREA CODE: 503	[48] [49] PHONE: 378	[55] [56] EXTENSION: 6563	[59]
01	[12] PROJECT TITLE: Oswego (Sucker) Creek Bridge				District 2	[71]
11	[12] PROJECT LOCATION—CITY: Oswego Highway ORE Rt. 3		PROJECT LOCATION—COUNTY: Clackamas		PROJECT LOCATION SEC: T: 2S R: 1E	[79]

05 [12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

This project involves preliminary engineering, acquisition of right-of-way,

06 [12] grading, paving, structure, and incidental work required to replace the bridge

07 [12] over Oswego Creek to improve traffic flow and safety.

08 [12]

09 [12] (See attachment)

10 [12]

12 AMOUNT REQUESTED—FEDERAL FUNDS

[12] (A) Grant [19]	[20] (B) Other [27]	NON-FEDERAL MATCHING FUNDS [28] (C) State [35]	[36] (D) Local [43]	OTHER [44] (E) FUNDS [51]	TOTAL [52] (F) FUNDS [60]
$4,300,000	-	$350,000	$350,000	-	$5,000,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 [12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: Same as letter.

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [X] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: October [43] DAY [44]: 22 [45] YEAR [46]: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: (Same as letter)

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17 (e) This is a Category 3 project of MAJOR-NON SIGNIFICANT.
Invironmental Impact under Oregons Action Plan.

17 (e)33 A Negative Declaration and Section 4 (f) Statement will be prepared.

9378

August 2, 1976

Mr. Richard Etherington
Director of Transportation Planning
Columbia Region Association of
Governments
527 S. W. Hall Street
Portland, OR 97201

bc H. S. Coulter
R. L. Schroeder (enc.)
Robert Royer
L. W. Rulien
Frank Terpin "
Gary Potter "
Walt Hart "
J. H. Versteeg "
Ed Hardt

Dear Mr. Etherington:

Highway Congestion
Lake Oswego Area
Proposed FAUS Project

For some time now we have been working with the City of Lake Oswego to find solutions to congestion and safety problems on the Oswego Highway (ORE43) in Lake Oswego.

The City of Lake Oswego concurs with us that the Oswego Creek Bridge Section should receive preference for resolving capacity and traffic hazard problems. This section of the existing Oswego Highway from McVey Avenue to the south city limits lends itself to being improved more quickly within the existing financial and environmental constraints. A preliminary engineering project for this section is estimated to cost $44,000.

The Oswego Highway has been placed on the Federal Aid Urban System effective July 1, 1976. The City of Lake Oswego is most anxious to proceed with some positive steps to resolve these traffic problems. We hereby request that you consider adding this project to your Transportation Improvement Program as an FAUS project so the preliminary engineering may proceed.

Ed Hardt, our Regional Engineer, can provide you with any additional details you may desire.

Very truly yours,

RU:LWR:ljt ja

E. S. Hunter
Deputy State Highway Engineer

cc City of Lake Oswego
Clackamas County Board
of Commissioners

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 27, 1976

FILE: LOC 17

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: OSWEGO CREEK BRIDGE PROJECT
DEVELOPMENT
OSWEGO HIGHWAY

TO: E. S. HUNTER
Deputy State Highway Engineer

NOTED
E. S. HUNTER

We have been working for some time with the Lake Oswego City Council and staff on an agreement regarding our studies of highway improvements in the Lake Oswego area. This agreement dealt with (1) disposing of the Lake Oswego bypass as a viable solution and (2) giving preference to working on a solution to the Oswego Creek Bridge problem ahead of the solution of congestion on State Street.

For your background information I have attached a copy of a letter which I sent to the Council indicating how we wished to proceed with our studies and their response.

As you can see, we have reached a definite agreement with the City and are prepared to launch into a study of how to correct the Oswego Creek Bridge problem. Unfortunately, effective July 1 the functional reclassification of highways takes the Oswego off the primary system and puts it on the urban system. This means that we must go to CRAG for approval of our preliminary engineering for the project. I understand an Authority for Survey in the amount of $44,000 has been submitted to the Project Management Section and it is awaiting CRAG approval of the project.

The purpose of this letter is to request that you submit a request to CRAG for funding of the preliminary engineering for the project. I would suggest, due to the time that it has taken us to arrive at this point with the City, and due to the expectations of the City, that we request that CRAG fund this under fiscal 1977 dollars so that we can start work on the project as soon as possible. As usual, we will supply whatever backup data that CRAG might need for the request.

ELH/cr
Attachments
cc Robert Royer
R. N. Bothman
L. W. Rutten

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Urban R/D prog. for CRAG $ est. $

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X
to CRAG

PROJECT MANAGEMENT
JUN 01 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File
X

CITY OF LAKE OSWEGO

CITY MANAGER'S OFFICE

May 7, 1976

OE RE RME RCE FAE
TE RECEIVED RSM
UE MAY 10 1976 RSC
SO REGION 1 RBI
ENV LOC

Edward L. Hardt, Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

At their Council meeting of May 4th, the City Council reviewed your letter dated April 29th.

I am happy to inform you that the Council felt, in light of the situation being what it is regarding State Street and "Sucker Creek" Bridge, that it would be in the best interest of the community to proceed as you have outlined. In essence, the Council concurs with your recommendation summary found on page three of your letter. I would hope this provides you with the green light necessary to commence with your studies.

In addition, I would appreciate knowing what your time table is for studying the entire State Street problem since I am constantly barraged by such groups as the Chamber of Commerce on this topic.

Thank you again for your interest in Lake Oswego.

Sincerely yours,

Don Eppley

Donald B. Eppley
City Manager

DBE:hb

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

April 29, 1976

REGION I

RE RME RCE OE TE
UE SO RSM RSC
RBI RV FAE

Mr. Donald B. Eppley
City Manager
City of Lake Oswego
P. O. Box 369
Lake Oswego, OR 97034

Dear Sir:

The Highway Division is presently undertaking studies to determine future remedies to highway problems in the Lake Oswego area on Highway 43. The purpose of this letter is to bring to your attention several assumptions that are being made in the course of these studies and to ask for your concurrence.

The first question deals with the bypass of Lake Oswego. Correspondence last year between your office and Mr. Klaboe's indicated that the Highway Division felt it would probably be impossible, both financially and environmentally, to construct the bypass. Your September 3, 1975 letter generally concurred with this position, but the way it was worded left some doubt in our minds as to whether the City is completely agreeable to not studying the bypass in depth.

Our studies have, to date, developed the following information which supports dropping the idea of a bypass as a reasonable solution to the Lake Oswego traffic problem.

1. A bypass route is estimated to cost from 4 to 6 times more than the most expensive alternative for utilizing the existing facility ($16-$20 million vs $4 million (1974 dollars). Because of the present economic situation, it is not anticipated that funds will be available for a project of this magnitude. The bypass would have to be constructed in its entirety before any benefits to the motorist would be realized (it is mentioned below in paragraph 2 that only a small segment of traffic would utilize it). Improvement of the existing facility, however, can be phased.

2. A bypass would not reduce the present congested traffic conditions in the CBD which improvement of the Oswego Section is intended to do. A traffic analysis indicates that 60 to 70 percent of the total traffic through Lake Oswego would remain on the existing facility with a bypass in operation; there would be no relief to the congestion as it now exists and some measure of improvement along the existing highway would be needed in any event. In short, there would be few or no benefits accrue from implementing a bypass route since most traffic desires lie within the city.

3. A bypass would bisect the George Rodgers City Park at the south end, possibly affecting a historical monument.

4. A bypass would pass through an industrial area causing probable displacement of industrial facilities and their relocation to other areas.

5. Since a bypass would constitute a major project with potential for a considerable amount of social, economic, and environmental impacts, the development process would necessitate the full treatment which includes both the Corridor and Design Hearings, Draft and Final Environmental Impact Statements, a 4(f) Statement (George Rodgers Park), and other studies for a full appraisal of the effects. This could delay any improvements on the Oswego Highway in this area for 7 to 8 years which could affect the timely replacement of the narrow bridge over Oswego Creek at the south end of this section.

Assuming that the bypass has been disposed of as a reasonable alternative, the next question concerns itself with how to approach the study itself. We have taken the position, considering the Oswego Highway from the Terwilliger extension to the south city limits, that there are two different kinds of problems to be solved. The first section -- from the Terwilliger extension to McVey Avenue -- has a capacity problem and the solution deals with ways of adding capacity, such as a median turning lane or additional traffic lanes. The problem as we see it in the southerly section -- from McVey to the south city limits -- revolves around the Oswego Creek Bridge and the section of highway directly southerly of it.

We view this as a traffic hazard problem due to the narrowness of the structure, as well as a capacity problem due to the narrow lanes which approach the bridge. The solution here would be a widened structure and additional lanes from McVey to the south city limits.

Looking at these two sections of highway, we have made the judgment that the traffic hazard associated with the Oswego Creek Bridge indicates that that section should be worked on first, inasmuch as we do not have resources sufficient to work on both sections simultaneously. Also, since the social, economic, and environmental impacts of the Oswego Bridge section are less than those associated with the northerly section, it will be possible to arrive at a hearing more quickly with the Oswego Bridge section and therefore more quickly arrive at a construction contract to actually solve the problem. It is important to recognize that unless consideration of the bypass is eliminated, we cannot work directly on a solution for the Oswego Creek Bridge, because it would not be in the public's interest to consider a widening or improvement of the bridge if it is later to be bypassed.

In summary then, our study has made the following assumptions:

1. The Oswego bypass has been discarded as a viable alternative to solving the transportation problems in Lake Oswego.

2. On the existing route the section from McVey south will be analyzed first in order to get some improvement on the highway as quickly as possible.

3. A solution in the "downtown" section of Oswego will be undertaken as soon as the Oswego Creek section is completed.

We would like your concurrence in this approach to our studies. If you have any questions regarding this, please let me know.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

ELH/gw/cr
bc F. B. Klaboe
Frank Terpin
Gary Potter

19378

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

July 30, 1975

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: PROJECT ASSESSMENT
Oswego (Sucker Creek) Bridge Sect.
Oswego Highway
Clackamas County

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 2 project of MAJOR action. (Significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2c : H. E. Woodward

RECEIVED
STATE HWY ENGR
JUL 31 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Act | File

APPROVED
E.S.H.
E. S. Hunter
Date 7-31-75

8-1-75
ORIGINAL TO
L. W. Rulien
w/att.

9378 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 28, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project U-49(-)
Oswego (Sucker Creek) Bridge
Oswego Highway
Clackamas County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 11, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement and a 4(f) Statement.

NOTED
E. S. HUNTER

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 29 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-29-75
ORIGINAL TO
L. W. Rulien
to handle.

378

RECEIVED
DEC 21 1967
FOR FILING

Const
Bridge
Lucker C. Br.

912

December 21, 1967

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
920 S. W. 6th Avenue
Portland, Oregon 97204

Dear Mr. Jackson:

The enclosed letter addressed to you from Mayor George W. Thomas of Lake Oswego was received in this office. It concerns improvements in the Lake Oswego area which, in the letter, sounds like one project but actually involves the Lucker Creek Bridge, a Lake Oswego bypass, and widening the Oswego Highway between the Sellwood Bridge and the northerly part of Lake Oswego.

In June 1966, a public hearing was held on widening the Lucker Creek Bridge which also involved widening the highway a short distance southerly thereof. The testimony was about two to one in opposition to the proposal on the basis that it did not solve the overall problem and would involve the taking of valuable residential property.

We agree that the ultimate solution would be a bypass of the downtown Lake Oswego business area. However, to accomplish this project, $8 to $10 million will be required. Such a scheme, we are certain, will meet with violent protests from all affected property owners. On March 14, 1967, a delegation from Lake Oswego appeared before the Commission and urged early consideration of widening the Oswego Highway to four lanes northerly of Lake Oswego to the Sellwood Bridge. You may recall that this project was prepared for contracting several years ago at a cost

of $3.1 million but was indefinitely deferred because of strong opposition from affected property owners. This is a desirable project although financing in the immediate future will be difficult, and I have no reason to believe that the protests will be less vehement than they were originally.

I have not drafted a suggested reply for your consideration but give you the above for information. If you need anything further, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

kms.

(Copy to Medford Office)

cc R. L. Porter
F. E. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

RLP:ms fn

City of Lake Oswego

Telephone 636-5601 . . 40 A Avenue . . Lake Oswego, Oregon 97034

December 15, 1967

The Honorable Glenn L. Jackson, Chairman
Members of The Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon

Re: Oswego Creek Bridge Section
Oregon State Highway #43

Gentlemen:

Having received no further advice concerning subject project since the public hearing conducted in Lake Oswego on 21 June, 1966, we would very much appreciate information on the current status of plans for this proposed improvement and/or alternate remedies that have been advanced to resolve the ever-increasing traffic problem on Oregon State Route #43 within the City,

As outlined in the presentation by the City and Lake Oswego Chamber of Commerce before your honorable body on 14 March, 1967, the vehicular congestion and traffic hazards on this highway section pose a critical problem to this community and to the highway users of this area.

I thank you for your attention to this request.

Sincerely,

George W. Thomas
Mayor

RECEIVED
DEC 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

GWT:hb

cc: Roger E. Martin, State Rep.
Mr. Lee Stidd, President
Lake Oswego Chamber of Commerce

CITY OF LAKE OSWEGO

"LIVE WHERE YOU PLAY"

9378

RECEIVED
MAR 2 - 1967

FOR FILING

Coast
Bridges
Misc

912"

March 1, 1967

Mr. John B. Crowell, Jr.
1227 Hillman Circle
Lake Oswego, Oregon

Dear Mr. Crowell:

Reference is made to your letter of February 13 concerning the proposed relocation of Highway 43 over Lake Oswego Creek at the south end of State Street in Lake Oswego and to the potentially disruptive effect our construction might have on the Lake Oswego Little League and recreational activities.

While funds have been programmed for construction of this much needed project, the commencement of construction at this time is indefinite. The proper positioning of a structure over Lake Oswego Creek has not been definitely established as of this date.

There are several alternate plans for the location of this structure and the necessary highway alignment in the vicinity. Consequently, we are still studying these to the end that the road user dollars will be most judiciously expended with the least amount of damage to the abutting properties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc
bc Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien

4866

FEB 14 67

1227 Hallinan Circle
Lake Oswego, Oregon
February 13, 1967

REFERRED TO
admin
BY SECRETARY

State Highway Commission
State Highway Building
Salem, Oregon

Wolfe
BY DEPUTY STATE

Gentlemen:

At a recent meeting of the directors of Lake Oswego Little League, of which I am one, considerable concern was expressed regarding the potentially disruptive affect on our 1967 program of the proposed relocation of Highway 43 over Lake Oswego Creek at the south end of State Street in Lake Oswego. All activities of Lake Oswego Little League are conducted at George Rodgers Park on the north side of the creek and to the east of State Street. The program commences with Saturday tryouts during April and then makes subsequent use of both fields with the associated stands for approximately five hours every weekday evening and all day Saturdays from May 1st until approximately July 10th. After that date and pretty much through August, the field is used just as heavily for the Recreation Department's Softball League activities.

It was the consensus of the meeting of the directors that these facts should be brought to the attention of the Highway Commission along with a request that any relocation work of Highway 43 which might in any way impinge upon George Rodgers Park be scheduled for start and completion at a time other than the spring and summer months. There simply is no alternate place in Lake Oswego for the conduct of a Little League program which involves over 300 youngsters and thus a corresponding number of families or, for that matter, for the conduct of the Recreation Department's softball program involving a considerable additional number of people.

We are confident, however, that having been apprised of these facts the Highway Commission, by good planning, can so time any relocation work as not to be disruptive of these important community recreational programs.

RECEIVED
FEB 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

John B. Crowell, Jr.

RECEIVED
FEB 14 1967

Routing
Morelock
Walker
Glenn
Pease
Morelock
Trout
Scott
Wills
Gould
Olson

RECEIVED
CONSTRUCTION
DIVISION FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

JBC:pm
cc: Mr. Dean Seeger, City Manager
Mr. Doug Messier, Director of Recreation

9378

RECEIVED
SEP 28 1966

FOR FILING
Coast
Bridge
Section

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1966

To: Mr. Frank Morgan
Construction Engineer

BUILDING

SUBJECT: Oswego Cr. Bridge Section
Oswego Highway
Clackamas County
Dr. No. 409B

Attention: Mr. William Tebeau

Herewith, estimates for the alternate plans that have been considered on subject project:

I. Widen existing structure	$ 575,000
II. Bridge located downstream	
Basic Alignment	
A. With Channelization	629,000
B. With Interchange	654,000
South Approach Shifted 23' Northerly	
C. With Channelization	681,000
D. With Interchange	701,000

All estimates include an allowance of 20% for engineering and contingencies.

The above estimate for widening the existing structure should be used in place of any previous estimates given you.

NOTED
TOM EDWARDS

L. L. Wallace
Chief Design Engineer
(Bridge)

LLW:mc
cc: Tom Edwards

2
OFFICE OF
STATE HIGHWAY ENGINEER

9378

RECEIVED
JUL 27 1966
FOR FILING

Const
Bridges
Lan

814

July 26, 1966

Mr. A. V. Smith
1290 Wells Street
Lake Oswego, Oregon

Dear Mr. Smith:

In reply to your letter of July 1, I wish to inform you as follows:

The widening of the Oswego Creek Bridge is, in our opinion, necessary at this time. We presently have an average daily traffic of 8,900 cars per day on this structure and on some days this will peak considerably higher than this figure.

We are fully aware of the situation you mentioned at "A" Street and the railroad tracks in downtown Lake Oswego and realize that there is a considerable problem at this point. We have made a reconnaissance study covering various plans to relieve this situation, but any plan developed to date is so extremely expensive that it is impossible to do anything at this time.

We appreciate your interest in highway matters and thank you for your comments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK 874)
F. D. Morgan

DJB:rw srb

RECEIVED
JUL 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

1250 Wells Street
Lake Oswego, Oregon
July 1, 1966

.3721

JUL 5 66

Mr. Forest Cooper, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

I would like to express my concern in regard to the proposed widening of the Oswego Creek Bridge.

While I can understand that you are dealing with a loaded traffic situation, it appears to me that the proposed changes will simply further aggravate an already extremely congested situation on State Street in Lake Oswego. It seems to me that the real problem here in traffic flow is not the Bridge itself, but instead the Stop Light situation at "A" Street and the Railroad Tracks which cross through downtown Lake Oswego.

I am wondering whether every opportunity has been explored to by-pass at least a portion of the traffic around State Street, as it seems that the ultimate solution here must contemplate action to relieve this congestion.

I drive across the Bridge at least twice a day, and I do not recall any significant congestion at this point.

1965 over ADT was 3900 c/d 18,000 at Intersection of "A" St.

I would appreciate your comments.

Yours truly,

A. V. SMITH

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 1 1966
CONSTRUCTION
DIVISION

RE
JUL 5 1966
OF
STATE H

RECEIVED
JUL 5 1966
OREGON
STATE HIGHWAY COMMISSION

9378

FORM E-120X 50M 4-65

RECEIVED
JUL 19 1966

COMMISSIONERS
GLENN H. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. ERWIN, MEMBER
PORTLAND

Grist

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 18, 1966

Mr. John W. Partridge, M.D.
2222 N. W. Lovejoy Street
Portland, Oregon 97210

Oswego Creek Section
Oswego Highway
Clackamas County

Dear Mr. Partridge:

Mr. Floyd Query has requested that we answer your request for information on the above project.

On the basis of our preliminary design it will not be necessary to purchase right of way from you for this project. We wish to emphasize that our design is preliminary because it is just entering the design stage. Consequently a definite answer cannot be given.

If we should be able to help you at any time do not hesitate to let us know.

Very truly yours,

G. E. Rohde
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JRO:AA

cc: F. A. Query
G. E. Rohde

9378

RECEIVED
JUL 12 1966
FOR FILING

Const
Bridges
Inv

June 22, 1966

Mr. and Mrs. Robert E. Huntington
507 4th Street
Lake Oswego, Oregon

Dear Mr. and Mrs. Huntington:

Reference is made to your letter of June 12 concerning the proposed improvement of the Lake Oswego Highway near Oswego Creek.

As you no doubt know, we held a hearing on this route on June 21 to take testimony from those citizens who wish to be heard. Before the Highway Commission follows through with a decision of whether or not to actually go ahead with the construction of the route, all the testimony that was presented is given full and careful consideration.

Inasmuch as your letter arrived here too late for us to be able to answer it before the hearing, we will, if you desire, enter it into the record of the formal hearing. We will also carefully evaluate the items contained therein. As rapidly as possible following our evaluation, we will contact you further.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

FBK:srb bg

RECEIVED
JUN 21 1966
FOR FILING

Const
Bridges
Inv

June 21, 1966

ATTN:

The Honorable Wendell Wyatt
United States Representative
Room 1030 Longworth House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in reply to your June 15 letter to which was attached a letter from Robert H. Huntington, et al, re a highway project just southerly of the city of Lake Oswego.

This highway, which carries 8,000 to 10,000 vehicles per day, is extremely narrow, crooked, and inadequate, with a bridge across Oswego Creek that is only 19 feet wide. Our proposal is to reconstruct the bridge and approaches to a 4-lane standard. We intend to take only the minimum needed right-of-way but inevitably we will have to acquire some strips. There is no other practical route through the area that could be financed in the foreseeable future and moving away from the Huntington's property is not feasible as there are large expensive apartment houses on the opposite side.

The present road and structure create a hazardous bottleneck and I believe it is in the public interest to eliminate it. A public hearing is being held re the project and if it is decided to proceed the State will, of course, compensate for any taking of property involved. I assure you we will not destroy houses indiscriminately.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

FC:ms
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

3632

JUN 15 66

207 Ash Street
Lake Oswego, Oregon
June 12, 1966

KLA 206

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

As residents of Lake Oswego and interested homeowners who are likely to be substantially affected by the proposed widening of Highway 43 south of Oswego Creek, we urge a full and careful consideration of this project before it is approved.

In our capacity as homeowners we are naturally opposed to the project. At a minimum it would take away an important and valuable portion of our protective bluff property, and it may jeopardize some or all of our houses as a result of extensive blasting of the bedrock on which they are situated.

However, as residents of the community far more important considerations of traffic flow and safety are involved which raise serious questions about the adviseability of the project. Our information indicates that these several hundred yards of four lane road along Highway 43 immediately south of the bridge will be the first leg of a four lane feeder highway designed to connect eventually with Interstate 205 in West Linn. Thus, this leg of the highway will funnel north and south bound traffic directly into Oswego's State Street, which is already burdened with an intolerable traffic volume. All of us who regularly drive State Street to andfrom work in Portland are made increasingly aware of the State Street traffic bottleneck between the north end of the city and Rogers Park at the south end of the street. Ten minutes or more are frequently required to drive this short distance during rush hours. The future will almost certainly bring more vehicles and aggravate this congestion.

To relieve the increasing State Street congestion there has been discussion during recent years of the possibility of routing north-south-through traffic over a viaduct throughway along the western side of the Willamette River from approximately the Terwilliger extension exit at the north end of town to the point where Highway 43 curves in a southerly direction at the south end of town. From the standpoint of traffic flow, why would this not be a far better plan than the pending proposal which will commit State Street to a future traffic load it cannot adequately handle? It is inevitable that you will have to face up to this problem within two to five years, but the pending proposal not only seems to ignore it, but to aggravate the State Street burden for the indefinite future. If additional Federal Funds are needed to

do the job now, why cannot they be obtained upon presentation of the facts to the appropriate federal agency?

Part and parcel of the ever increasing traffic load of State Street is the increasing danger to the Lakewood school children in getting across to the Rogers Park area. This fine park is widely used by children throughout the community, but in particular by the Lakewood youngsters. Ingress and egress to the area is already extremely hazardous. One boy on a bicycle was hit in recent weeks trying to cross in the safety zone provided. If State Street is to continue to be the main arterial for north-south street traffic, the hazard to children will surely increase as the number of vehicles increases. Could not this danger be reduced by routing through traffic over a viaduct along the west side of the Willamette River?

Incidentally, will the proposed project also result in elimination of the Rogers Park parking area just off the east side of State Street by the ball field? If so, what alternative parking accommodations will be available to replace the lost space? Parking space is already at a premium, particularly in spring and summer months when Little League andother softball games are scheduled daily.

Finally, does the cost of the proposal really justify its implementation? The bridge over Oswego Creek is admittedly too narrow. It needs to be widened. But there is actually no traffic bottleneck south of the bridge itself which would justify the expense of putting in a four lane highway before looking very hard for an alternative route which would relieve State Street of the north-south through traffic. Thus, even if the widening from two to four lanes of the several hundred yards of highway south of the bridge were not particularly expensive, it seems difficult to justify. However, it is obviously not an easy or inexpensive project. On the north you have a large ravine to fill reaching into Rogers Park. On the south there is the bluff of more than 100 feet with solid bedrock, ranging in depth up to more than 70 feet, to be blasted out. If, in addition, any homes are to be taken, the high construction costs will be further augmented. In view of the absence of congestion south of the bridge, but the highly congested condition of State Street north of the bridge, with its attendant safety problems for school children, how can this project and its cost possibly be justified for the community? Would it not be better simply to seek for the future an alternative for through traffic which would provide relief to State Street?

Very truly yours,

Mr. & Mrs. Robert H. Huntington
Mr. & Mrs. Louis L. Geller
Mr. & Mrs. Jake B. Marks
Mr. & Mrs. Ted B. Marks

RECEIVED
JUN 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section OSWEGO (SPRING CREEK) BRIDGE Highway OSWEGO (FAR 3) County CLACKAMAS

Res. Engr. W. Scofield Approx. Length 0.2 Miles. Sta. 255+45 N. to Sta. 245+00 S.

Truck A.D.T. 217 Traffic Coefficient 8.9 18 kip s.a. per day 152.6.

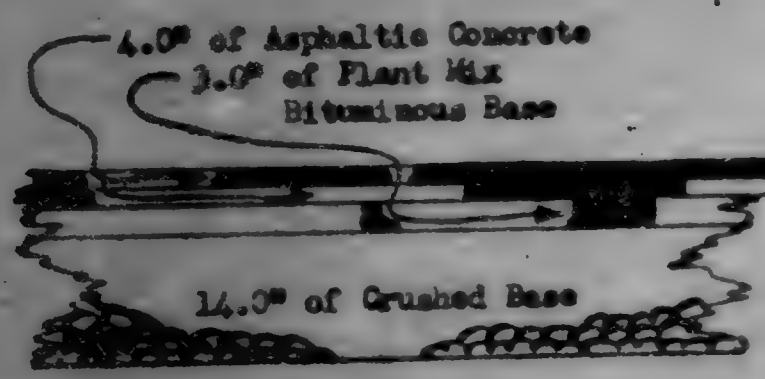
Annual Precipitation 44"±. Frost Penetration - - - - -.

(1)
Typical Soil
26 LL
0 PI
100 % P 10
64 % P200
0 %Gravel
1 % Sand
35 % Silt
51 %Silt
13 %Clay
13 "R" Value
(Compacted)

AASHO CLASSIFICATION:
A-4 (6)

MATERIAL SOURCES:
To be determined by the Engineer.

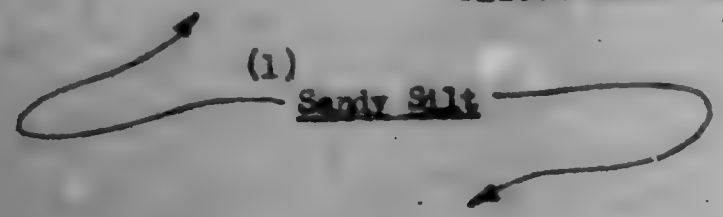
NEW WORK



EXISTING ROADWAY
(Where Utilized)
18'±

Variable depths of P.M.B.B. and/or crushed base for leveling, patching, etc.

IN PLACE
(From Traffic Log)
7.0" P.C.C.
5.0" Base
Placed about 1921



	CBR Total Req.	Credit	Actual Thick.	
NEW WORK				
		8.0	4.0	A.C.
		5.5	3.0	P.M.
		14.0	14.0	Cr. Base
	27.5	27.5	21.0	
OVER EXISTING ROADWAY				
		8.0	4.0	A.C.
				See Section

RECEIVED JUN 3 1966 FOR FILING

NOTED F.B. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Long
Staff Assistant

Recommended by J. L. Wilson
Asst. Engineer of Materials

Recommended by L. L. Rader
Asst. Construction Engineer

Approved by W. H. Starker
Asst. State Highway Engineer

OSWEGO (SUCKER CREEK) BRIDGE
OSWEGO HIGHWAY (FAR 3)
CLACKAMAS COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level Course	Crushed Base	CBE Req.	Actual Thickness
30 - 90	3.5"	2.0"	14.0"	23.0"	19.5"
8 - 30	3.0"	2.0"	12.0"	20.0"	17.0"
1 - 8	2.0"	2.0"	11.0"	17.0"	15.0"
Cars Only	2.0"	2.0"	6.5"	12.5"	10.5"

For substitutions use the "CBE" Requirement Column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (See Standard Specs) (and Supplementals)	=	0.8" Crushed Base

SECTION: OSWEGO (SUCKER CREEK) BRIDGE

HIGHWAY: OSWEGO (FAR 3)

COUNTY: CLACKAMAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. **Present ADT** 8,900 (Total)

B. **Future ADT** 20,000 (Total)

C. **Mean ADT** 14,450 $\left(\frac{A+B}{2}\right)$

D. **Design Period** 20 Years

E. **No. of Lanes** 4

F. **Percent Trucks** 3 (ADT Basis)

G. **Trucks (in one direction)** $\frac{F}{2}$ = .015 x (C) 14,450 = 217

H. **% Trucks in Design Lane** 100 %

I. **Trucks in Design Lane** (G) 217 x (H) 100 % = 217

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 8.3

SECTION: OSWEGO (SUCKER CREEK) BRIDGE

HIGHWAY: OSWEGO (FAR 3)

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C. (old)
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction Project.

9378

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MAY 5 1933
FOR FILING
Coast
Bridges
Gen

Sucker Cr(Owego) Bi. Sec

May 3, 1933

U. S. D. A.
Bureau of Public Roads
Division Engineer
Bureau of Public Roads
477 Portage Ave., N. W.
Salem, Oregon

Utility Projects -
Non-Planned

Dear Sir:

[illegible]

2. [illegible]

3. [illegible]

4. [illegible]

5. [illegible]

Mr. L. W. Larson
May 5, 1966
Page 4

7. [illegible] (Estimated cost: [illegible])
[illegible] County. Estimated cost: [illegible].

These projects are included on the revised listing of [illegible] which will be mailed to your office in the near future.

[illegible] suggest that the [illegible] be given credit for those [illegible] projects on the First Priority of the Overall Priority [illegible]. The estimated cost of the three projects is [illegible].

[illegible]

[illegible]

[illegible]

RMC:bb

9378

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MAY 3 - 1966
FOR FILING

4

Coast
Bridges
Gen

FORM E-30 REV 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

Floras Creek Bridge Section, Oregon Coast Highway, Curry County.

John Day River (Stewarts) Bridge Section, John Day Highway, Grant County.

Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County

Mt. Vernon Bridge Section, John Day Highway, Grant County

Mary's River Bridge Section, Corvallis-Newport Highway, Benton County.

Sucker Creek (Oswego) Bridge Section, Oswego Highway, Clackamas County.

The above listed projects are justified on the basis of engineering judgment.

L. E. George
Assistant Traffic Engineer

OBJ:djb

cc: Tom Edwards

RECEIVED
APR 29 1966
STATE HIGHWAY ENGINEER

Rec'd it
Planning asking
them to program
5-3-66

Sucker Creek (Oswego) Bridge Section

SAFETY IMPROVEMENT PROJECT

Date April. 1966 Highway Oswego

Route No. FAP 3 Highway No. 3 M.P. 6.76 to M.P. ----

Urban ☐ Rural ☐

Accidents from 1-1-63 to 6-30-65 Average Daily Traffic 10,730

Total Accidents 26 Persons Injured 14 Persons Killed 0 Accident Rate 13.29

Design Speed ____ No. Lanes 2 Parking no Type Terrain mtn.

Alignment: Horz. 40° curve (max) Vert. ____ Shoulders ____

Type of improvement Widen existing narrow structure (19' wide) to a nominal 70 ft. width. Revise horizontal alignment of south approach.

Estimated cost of improvement: $ 750,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other ____ (State-City)

FAI ___

Remarks: The existing narrow bridge and sharp horizontal curvature of the south approach constitutes a hazard and a location of high accident potential as is indicated by the number of accidents shown above. The widened structure, which provides for 4 travel lanes, and the improved horizontal alignment should reduce the accident potential of this location.

9378

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JAN 27 1966
SP 6470-784

FOR FILING
Const
Bridges
Jan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1966

SUBJECT: Oswego Creek (Sucker Creek)
Bridge Widening
Bridge No. 409

To: Mr. Tom Edwards
Assistant State Highway Engineer
O F F I C E

Attached hereto please find the topog map and two overlays covering the proposed widening of Oswego Creek as requested by your letter of January 7.

Our estimates for widening to four lanes with sidewalks on each side with a hide-out lane are $525,000 for Stage I construction which includes the partial viaduct on the southerly side, and $75,000 for the Stage II construction on the southwesterly side, for a total cost of $600,000. This cost includes the structure portion only, and not the widening or paving of the approach roadways.

Ivan D. Merchant
Bridge Engineer

IDM:mm

Attached

NOTED
TOM EDWARDS
Approved _____
ASST. STATE HWY. ENGR.

RECEIVED
JAN 10 1966
FOR FILING
Const.
Bridge
Tech

Salem, Oregon
January 7, 1966

Mr. Ivan Marchant
Bridge Engineer

I hand you a topog with overlay for a proposed bridge over Lake Oswego Creek. This proposes a four-lane bridge to be built by stage construction, requiring construction of two lanes, placing the traffic thereon, and either removal or rehabilitation of the old structure to provide the other half of the pattern.

Please give me an estimate in two stages: (1) the completion of the first stage and (2) the completion of the second stage.

Tom Edwards
Assistant State Highway Engineer

Enc.

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

9378

RECEIVED
FEB 25 1964
FOR

Commissioners
Joseph W. Smith, Klamath Falls
Chairman
John P. Amacher, Winchester
Vice-Chairman
Tallant Greenough, Coquille
Wayne E. Phillips, Baker
J. Pat Metke, Bend

Corvallis

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

CONSTRUCTION DIVISION
RECEIVED
FEB 25 1964
ACE ACE COE

February 24, 1964

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention Mr. F. D. Morgan

Dear Sir:

We wish to acknowledge your letters of February 17, February 19, and February 20, with various prospectuses attached. The prospectuses have been reviewed and the following listed construction projects will not have any effect on the fishery resource:

1. McVey Railroad Overcrossing Section, McVey Highway, Lane County.
2. Salt Creek - Dolph Corner Section, Willamina-Salem Highway, Polk County.
3. Imbler-Courtney Lane Section, FAS 918, Brooks Lane, Union County.
4. Cove City Limits - McNeil Ranch Section, FAS 910, Mill Creek Road, Union County
5. Oswego Creek Bridge Section, Oswego Highway, Clackamas County.
6. Third Street Section, City of Long Creek, Grant County.
7. Cedar Creek Bridge Section, City of Pilot Rock, Umatilla County.

We are pleased to have had the opportunity to comment upon these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
LLOYD P. SHAW

Copies to:
Lloyd Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
L. R. Chandler (2)
A. F. Parson (8)

ROK:dm

cc: Director, OFC

4328

RECEIVED
FEB 21 1964
FOR FILING

Const
Bridges
Gen

Salem, Oregon
February 20, 1964

State Construction Program

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

The Division I project, Clackamas Highway No. 171 overlay, M.P. 14.20 - 19.00, is being set over for some later construction program. The same applies to Division III project, Umpqua Highway No. 45, M.P. 51.20 - 52.93.

Money originally tentatively earmarked for the above projects will be available for the Sucker Creek Bridge widening at Lake Oswego if it is determined through your present study that a project can be financed within the financial limits thus imposed. The Sucker Creek job is also contingent upon development of a traffic pattern which will avoid the danger elements frequently present in crossings of four-lane highways.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Tom Edwards

9378

FILED
FEB 28 1964
FOR FILING
Court

2-20-64

Prefix No. 3-1415

LOCATION PROSPECTUS
OSWEGO CREEK BRIDGE SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

NOTED
R. L PORTER

HIGHWAY: Oswego. State Primary No. 3, Federal-aid Primary No. 3.

TERMINI: The northerly terminus is at M.P. 6.67 (Station 255+45) which point is the south end of the four-lane section through Lake Oswego. The southerly terminus is at M.P. 6.86 (Station 245+00) which point is approximately 0.10 mile south of the bridge over Sucker Creek.

LENGTH: 1,000 feet or 0.19 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for four-lane widening of the existing bridge and grading and paving in the realignment of the bridge approaches. The route follows the existing facility with minor changes in alignment and grade. Reconnaissance has been completed. Soils and foundation investigations will be conducted. There are no anticipated drainage problems. The entire project lies within the city of Lake Oswego. The project need not be tied to the Lambert Grid System.

CHARACTERISTICS: The present ADT is 7,000 on the bridge with 1,000 turning at the county road at the south end -- leaving 6,000 to continue south on the Oswego Highway. Rise and approximately 20 feet; approximately 95 degrees central angle.

STANDARDS: Class "A(4)", maximum grade of 5 per cent, maximum curvature of 8 degrees. A deviation from State standards is anticipated in that studies indicate a 6 per cent grade and 20-degree curvature may have to be used.

TYPICAL SECTION: Two 24-foot travel ways with 10-foot shoulders separated by a variable median from 4 to 16 feet. A channelized area will be constructed to provide left-turn movement onto FAS 122 at the south end of the bridge.

BRIDGE: Widening of the existing bridge will be on the downstream side providing a horizontal clearance of 58 feet between curbs with a 5-foot sidewalk on each side. It is possible to route traffic by other roads and streets during construction.

ACCESS: Presently improved public and private road connections to the Oswego Highway will be reconnected to the relocated section.

NOTED
FORREST COOPER

BASE DESIGN: Tentative design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	17 " Coarse Base
Total Depth	22-1/2"

MATERIAL SOURCE: Local commercial plants.

ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Required with (1) Clackamas County regarding connections to county roads, (2) City of Lake Oswego regarding adjustment of City-owned utilities and the encroachment, if any, on Rogers City Park and (3) utility companies regarding relocation of their facilities.

STATE PARKS: No State parks affected; however, the Lake Oswego City Park (George Rogers City Park) will be affected.

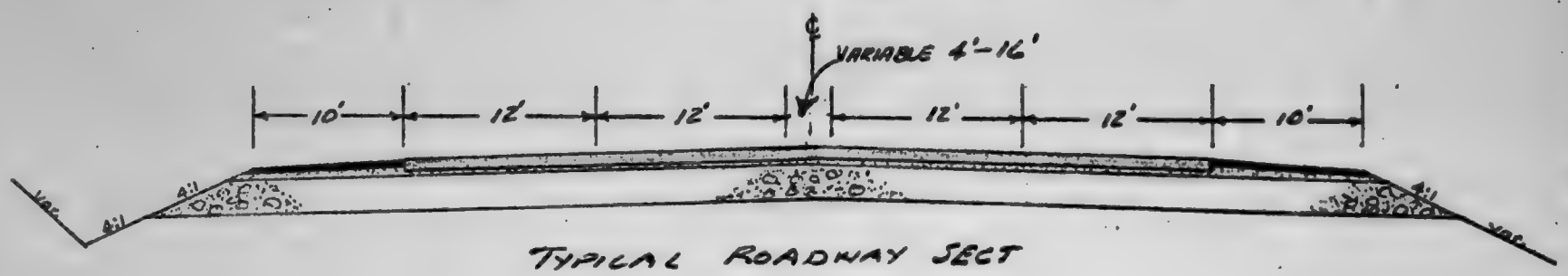
February 20, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
FEB 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

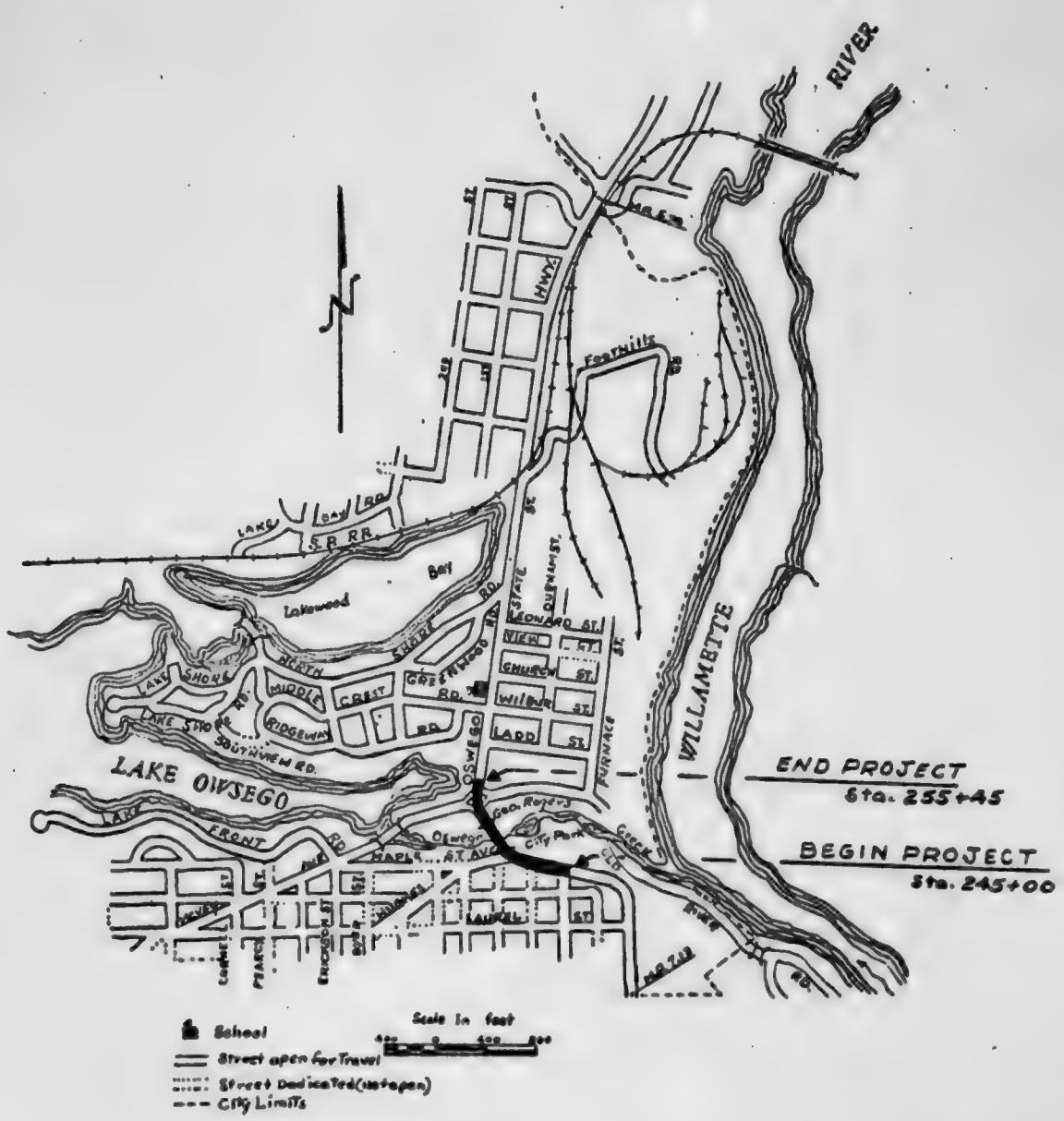
PROSPECTUS MAP

OSWEGO CREEK BRIDGE SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

TYPICAL BRIDGE SECT



TYPICAL ROADWAY SECT



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NOV 13 1963
FOR FILING

Bridge
Dev

Salem, Oregon
November 12, 1963

Mr. F. B. Morgan
Construction Engineer
B u i l d i n g

With reference to Mr. Tebeau's estimate of November 1 on the Oswego Creek (Sucker Creek Bridge widening) at Lake Oswego, please have the No. 1 proposal entered as one of the projects for consideration for a State program. This proposal involves the widening of the existing bridge to a 58-foot roadway and two five-foot sidewalks. Mr. Tebeau's report indicates that construction under proposal No. 1 would not duplicate the arch-type existing structure and, for this reason, is comparatively cheaper per square foot than a two-lane widening at the same location.

Please pay particular attention to the rock bluff at the south end of the proposed widened structure; determine the present use and the proposal for cutting back as indicated on Mr. Tebeau's sketch; also, right-of-way costs that may be involved. If it has not been investigated previously, some consideration should be given to the alternate cost of right of way and the widening of the structure on the easterly side instead of the westerly widening shown on Mr. Tebeau's estimate.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

9378

FORM E-20 SOH 3-63 60607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1963

SUBJECT: Oswego Highway-Sucker Cr. Bridge Widening

To: Mr. L. P. Shaw
Asst. State Highway Engr.
Building

In line with your request by letter of Oct. 11, I am attaching a reconnaissance report on the widening of the Sucker Creek Bridge to a four-lane facility having a 58-foot roadway with 5-foot walkways on both sides.

The cost of such a structure, including a short section of approaches widened on each end, is estimated to cost $280,000.

The previous estimate submitted to you for widening the existing structure to 32 feet was $220,000. While these estimates do not seem consistent, we are informed by the Bridge Department that in one case they would widen the existing structure to 32 feet which is a arch-type structure. In the other case on the 58 foot roadway they could build a completely new structure along side the existing one with a different type of construction, which would require only an additional $60,000 for the four lanes.

I wish to point out any widening of this structure to four lanes would necessitate continuing the four lane construction both southerly to at least the top of the hill and northerly to connect the present four lanes in Oswego in the very near future.

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

Considered
State Highway Engineer

DJB:ra
Attach.

RECEIVED
NOV 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

9378

FORM B-30 BOH 3-60 60607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1963

SUBJECT: Supplementary Report
Oswego Creek Bridge
Oswego Highway
Clackamas County

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

A previous report (September 17, 1963) was made concerning widening of the Oswego Creek bridge to an adequate width for two lanes. This supplement covers the costs for conversion of this same segment to a four-lane facility with three proposals for treatment of the bridge widening being considered. The estimated costs are tabulated as follows:

	Proposal 1 (Widen to 58' + sdwk)	Proposal 2 (Widen to 30' plus second bridge)	Proposal 3 (New 58' struct.)
Grade and Pave	$ 57,000	$ 60,000	$ 57,000
Bridge Improvement	220,000	260,000	350,000
Right of Way	3,000	5,000	3,000
Estimated Cost	$280,000	$325,000	$410,000

Proposal 1 involves widening of the existing bridge to a 58-foot roadway having 5-foot walkways on both sides. If a comparison were made with widening to a 32-foot roadway as discussed in the previous report, it would appear that the bridge costs are not consistent; the widening to the 32-foot width would require duplication of the arch-type structure existing--this would not be necessary on the 58-foot width.

Proposal 2 would involve widening of the existing bridge to a 30-foot roadway and paralleling it with a new structure having a 30-foot roadway having a 5-foot walkway.

Proposal 3 would be the replacement of the existing bridge with a new structure having a 58-foot roadway with two 5-foot walkways. The structure would be built one half at a time utilizing the other half for traffic. The estimate also includes demolition of the existing bridge.

On each plan, the extra width needed is assumed to be placed on the up-

stream side mainly to take advantage of the natural support which exists. It will be necessary to remove a portion of a rock bluff adjacent the highway at the south end; there are no improvements on the bluff and no problems are anticipated if a vertical cut is used--the present cut is vertical and it did not appear that it would be difficult to place the new one on this same slope. It is possible to perform the widening on the downstream side which would result in a greater encroachment on the Oswego city park just below as well as loss of support for the south bridge approach; to do this would increase the cost about $70,000.

As a matter of interest, the present ADT is 7,000 on the bridge with 1,000 turning at the county road at the south end--leaving 6,000 to continue south on the Oswego Highway. On the basis that four lanes will be ultimately needed from Oswego to West Linn, Proposal 1 would represent the most logical choice for improvement of the segment involving the bridge.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp

R-204-A

GREEN ST.

To Oswego

355 50

255+25.0 P.T.

A

COUNTY ROAD No. 14

Approx. Location Gas Regulation Station

Proposed Widening

48" Wood Stave Pipe

Surge Tank

Power House

EQUATION

40°C.R. Δ=36°13' T=468

MAPLE

COUNTY ROAD

Vertical Rock Cut

Proposed Widening

N 85°06'W

YATES

O'BRIEN

ASH

246+44.0 P.T.

23

10°C.L. Δ=6°44' T=337

ST

10 - 11

OSWEGO

CREEK

Foot Bridge

B

N 13°22'W.

To West Linn

24

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SKETCH MAP

SUCKER CREEK BRIDGE (OSWEGO)

OSWEGO HIGHWAY

CLACKAMAS COUNTY

Scale: 1" = 100'

October, 1963

9378

Salem, Oregon
October 11, 1963

Oswego Highway
Sucker Creek Bridge Widening

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Your letter of September 26 covering an estimate prepared by W. H. Tebeau to widen the subject structure to 32 feet calls attention to a present ADT of 7,100. It is obvious this is excessive for two lanes, that any change made in the present structure should be predicated upon eventual four-lane development.

Will you please estimate the cost of a four-lane structure as a comparison of the $220,000 for the 32-foot roadway structure covered by the September 26 communication. I believe any four-laning here should have at least 58 feet curb-to-curb width.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

9378

FORM H-80 3ON 8-62 43008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1963

SUBJECT: Oswego Highway
Sucker Creek Bridge

To: Mr. L. P. Shaw
Asst. State Hwy. Engr.
Building

In line with your request of August 22, 1963, I am attaching a reconnaissance report from Mr. Tebeau on the widening of the Sucker Creek Bridge on the Oswego Highway.

You will note that Tebeau's letter is based on widening the existing structure to a 32-foot roadway and this with the approaches is estimated to cost $220,000. I would call your attention to the fact that we presently have an ADT of 7,100 on this bridge which will require 4-laning in not too distant future. It is felt, however, that if and when 4-laning is done in this area, the cheapest thing would be to construct the second structure.

Mr. Tebeau has also attached an addendum to this report based upon a study Jenkins made regarding the possibility of replacing the bridge with a culvert. I believe the reports are self-explanatory.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:ra

Attach

NOTED
LLOYD P. SHAW

RECEIVED
SEP 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Check & Send

9378

FORM E-30 BOM 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1963

SUBJECT: Addendum for Report dated 9/17/63
Oswego Creek Bridge
Oswego Highway
Clackamas County

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

Following is information from J. C. Jenkins, Assistant Research Engineer, pertaining to hydraulic characteristics on Oswego Creek:

CULVERT FOR OSWEGO CREEK BELOW OSWEGO DAM

The discharge control facilities at the Oswego Dam consist of a main spillway 46 feet in length in the crest of the dam. This spillway is controlled by stop logs and normally crest of stop logs to crest of spillway is 3 feet. Adjacent to this spillway is an uncontrolled side spillway with crest 120 feet long set at the same elevation as the stop logs normally in the main spillway. At the base of the dam is located a 3 x 3 ft. gated opening which is used to drain the lake. A 60-inch wood stave conduit transports water to the powerhouse east of the present state highway bridge below the dam. The conduit intake is located above the drain gate so that when the lake is completely drained the powerhouse is out of operation.

Normal flows into the lake are diverted from the Tualatin River and are controlled by gates operated by the Lake Oswego Corporation. Major floods drown out these gates and the control shifts to the level of the Tualatin River and the channel capacity leading to the lake. This was the type of operation during the December, 1955 flood when the lake reached its maximum height in recent years.

In the process of draining the lake the stop logs are first pulled, then the gate in the bottom of the dam is opened to finish the job. If the entire 3 ft. of stop logs were pulled at once and the 3 x 3 gate were opened at the same time, the discharge would be about 1000 cfs.

The December, 1955 flood put 4 ft. of head on the main spillway with stop logs out and 1 ft. of head on the side spillway. Assuming the 3 x 3 gate to be open at the same time this represents a discharge of about 1740 cfs.

An assumed design discharge of 2300 cfs. would raise the head on the spillways an additional 0.5 ft.

To handle 2300 cfs. in culverts would require:

	Double 12 x 12 RCBC	Headwater depth 10.1 ft.
or	Double 180" CMP	Headwater depth 10.9 ft.

I don't believe this much headwater would cause trouble. The channel bottom near the outlet of the culvert appears to be solid rock, so no problem should exist here.

John C. Jenkins

The structural plate pipe (180" diameter) would cost about $80,000 and the double 12 x 12 box culvert about $140,000; each of these would be in addition to the grading and paving cost of $300,000 mentioned previously.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:bjm

9378

FORM E-30 BOM 9-62 69307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 17, 1963

SUBJECT: Oswego Creek (Sucker Creek) Bridge
Oswego Highway
Clackamas County

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

The estimate for widening the Oswego Creek (Sucker Creek) bridge (Bridge No. 409, built in 1930) including the necessary approaches is $220,000 as follows:

Grading & Paving	$ 25,000
Widen Bridge	190,000
Right of Way	5,000
Est. Const. Cost	$220,000 (0.14 mile)

It was assumed that this bridge would be widened 13 feet on the easterly side (downstream) resulting in a 32-foot roadway. The right of way cost shown includes $4,000 for adjustment of a gas regulation station just north of the bridge on the easterly side. Widening the bridge on the upstream side would not be practical because of topography.

Since Oswego Creek is the outlet channel for the lake and assuming that its outflow is controlled, it was thought that perhaps a fill-culvert combination could replace the bridge. With this in mind, the Research Division was contacted for the necessary information; however, because of their work load, the data will not be immediately available. In order to get some idea of the magnitude of the cost, a grading and paving estimate was made and found to be $300,000 exclusive of any culverts; assuming a 10'x10' box culvert (not based on anything tangible), the cost would be $360,000. From this it can be seen that the fill-culvert combination would be more expensive than the bridge widening regardless of culvert size.

A small scale map depicting the limits of the proposal is attached.

W. H. Tebeau

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp
Attach.

R-

GREEN ST.

TO OSWEGO

35.5 50 50

255+45.0 P.T.

A

20°C.R.
Δ=40°55'
T=106.9

COUNTY ROAD No. 114

Approx. Location Gas Regulation Station

253+40.4 P.C.

Surge Tank

48" Wood Stave Pipe

Power House

Proposed Widening

N 32°08' W

EQUATION

40°C.R.
Δ=36°13'
T=46.8

249+85.5
249+77.5 P.T.

PC 248+87.0

250

B

PT 248+05.5

14°C.R.
Δ=16°45'
T=60.2

PC 246+85.9

MAPLE

COUNTY ROAD (paved)

F.A. Collard D.L.C. No. 45

N.68°21'W.

N.85°06'W.

YATES

O'BRIEN

ASH

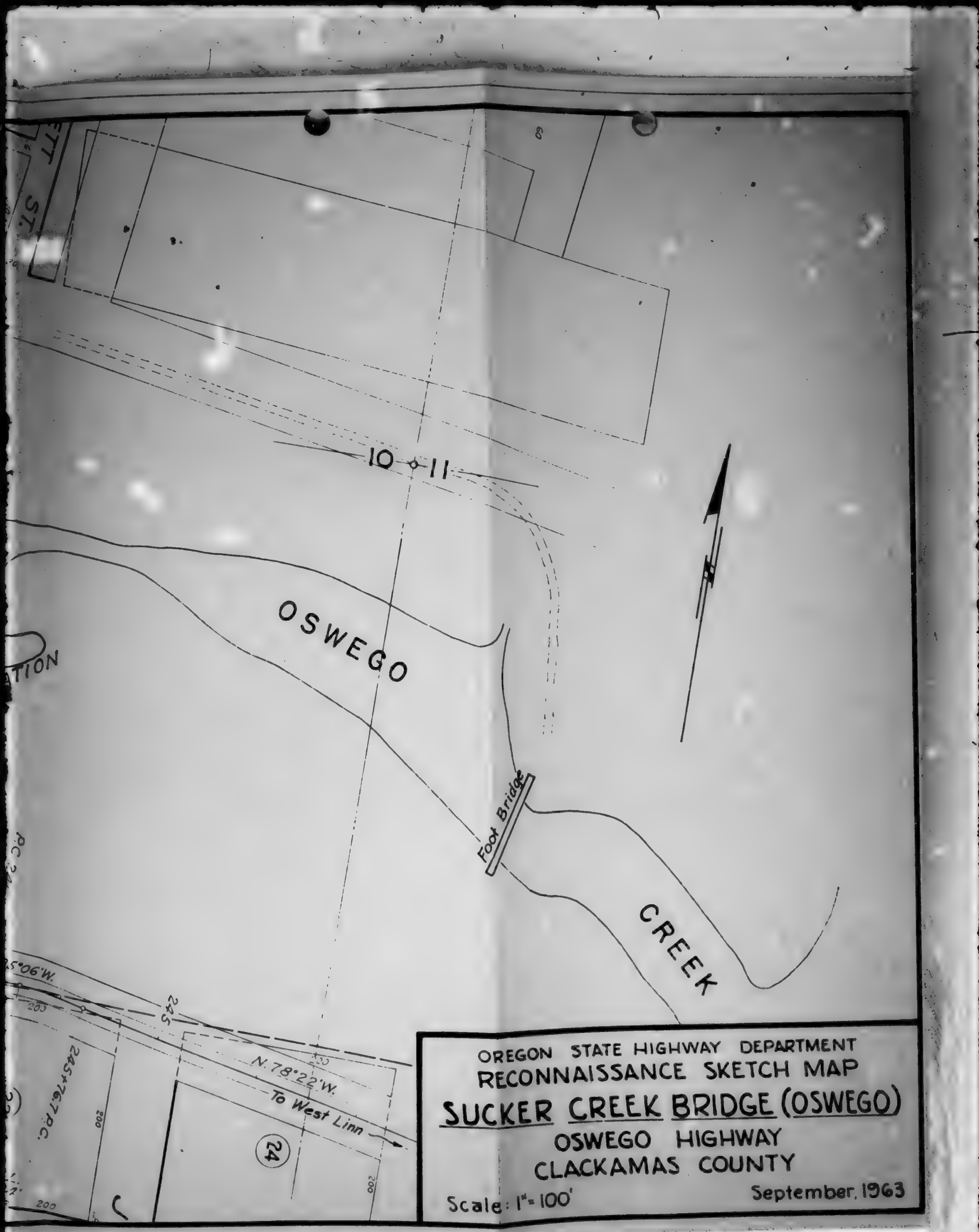
246+44.0 P.T.

23

245+76.7 P.C.

200

10°C.L.
Δ=6°44'
T=33.7


ETT ST.
8
10
11
OSWEGO
CREEK
Foot Bridge
TION
P.C. 24
N. 25°06' W.
245
200
245+76.7 P.C.
N. 78°22' W.
To West Linn
24
200
200
200
OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP
SUCKER CREEK BRIDGE (OSWEGO)
OSWEGO HIGHWAY
CLACKAMAS COUNTY
Scale: 1"=100'
September, 1963

9378

RECEIVED
AUG 23 1963
FOR FILING

Court
Bridge
Gen

Salem, Oregon
August 22, 1963

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

Oswego Highway
Sucker Creek Bridge
Clackamas County

Will you please prepare an estimate for widening and any necessary approach and pavement extension on the Sucker Creek Bridge at the south end of the City of Oswego.

I believe the widening should be made on the downstream side of the structure if possible. If widening is possible without realignment of the highway into the rock bluff immediately to the south on the south abutment, your estimate should be based on this condition. This can be a reconnaissance type of estimate, rather than something in a more refined nature.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

1981 Elgin Sec. of the Wallowa 937
Lake Hwy. (Grad., Paving, Structure
and Signing)

9376

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-81
PROJECT REPORT NUMBER
MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-12-85

Form Approved; O M B No. 04-R2089

State: Oregon

County: Union

Project Number: F-7(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 15 ,19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,335,416.00	$ 1,286,555.00
Federal funds	$ 1,177,568.00	$ 1,134,482.98
Other revisions		

This modification is made for the following reasons:

To decrease Appn. Code 010, and to utilize released funds on other obligations.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of September ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
SEP 20 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 13, 1985

FEDERAL AID PROJECT NO. F-7(10)

Elgin Section
Wallowa Lake Highway
Union County

REVISED PROJECT AGREEMENT ESTIMATE

Includes Grand Ronde River (Elgin) Bridge and the preliminary engineering for it, changed to Construction Contract No. 9376 without the 15% limitation due to the preliminary engineering.

TYPE CODE 6201
Roadway (Sta. 1233+04 to Sta. 1273+00)(Contract 9376)

Subtotal on previous estimate of November 23, 1982		$722,900.00
ADDITIONAL APPROVED ITEM		
City of Elgin Water Facilities	All Required	$ 17,588.67
	Subtotal	$740,458.67
	Engineering	59,573.33
	Total	$800,032.00

TYPE CODE X080
Phillips Creek Bridge (Sta. No. 803A)(Sta. 1235+39 to Sta. 1235+77)
(Contract 9376)

Subtotal on previous estimate of October 12, 1981		$ 31,895.00

TYPE CODE X021
Grand Ronde River Bridge (Sta. No. 1996A)(Sta. 1269+12 to Sta. 1271+28)
(Contract 9376)

Subtotal on previous estimate of December 20, 1982		$224,124.00
	Subtotal	$256,019.00
	Engineering	38,401.00
Preliminary engineering for structure 1996B		9,300.00
	Total	$303,720.00

TYPE CODE X081
Structure (Bridge No. 1996B)(Sta. 1269+12 to Sta. 1271+27)
(Contract 9361)

Mobilization	All Required	$ 15,000.00
Temporary Protection and Direction of Traffic	All Required	1,500.00

Temporary Signs	164 Sq. Ft.	10.00	1,640.00
Temporary Barricades	5 Each	100.00	500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Lin. Ft.	15.00	3,000.00
Temporary Guardrail, Type 1A	215 Lin. Ft.	25.00	5,375.00
Flagmen	100 Hour	16.00	1,600.00
Bridge Removal Work and Temporary Supports		All Required	40,000.00
Structural Concrete, Class 4000		All Required	20,000.00
Structural Concrete, Class 4500		All Required	35,000.00
Reinforcement		All Required	15,000.00
Reinstalling Steel Railing	215 Lin. Ft.	15.00	3,225.00
Membrane Waterproofing	860 Sq. Yd.	7.00	6,020.00
Class "C" Asphalt Concrete	130 Ton	40.00	5,200.00
			$153,060.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,500.00
Install Temporary Signals (S.F.O. #1)	All Required	6,500.00
		$ 8,000.00
	Subtotal	$161,060.00
	Engineering	21,743.00
	Total	$182,803.00

Length of Roadway ---------- 0.697 mile
Length of Structure ---------- 0.048 mile
0.745 mile

Cost of Roadway Per Mile ---------- $1,217,923.96

SUMMARY OF FUNDS (88.18%)

Description	Contract	Total Cost	Federal Funds	State Funds
Roadway	9376	$ 800,032.00	$ 705,467.98	$ 94,564.02
Structures	9376	294,420.00	259,619.00	34,801.00
P.E.	--	9,300.00	8,201.00	1,099.00
Structure	9631	182,803.00	161,195.00	21,608.00
TOTAL		$1,286,555.00	$1,134,482.98	$152,072.02

Contract No. 9376
Group 1: 99%; Group 8: 1%
Prefix: 31-1010

Contract No. 9631
Group 1: 88%; Group 8: 12%
Prefix: 31-1010 P.E.
Prefix: 31-1016

RLC:me

9-716

S

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 7-262		County UNION
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 7-22-83	Project Number F-7(10)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 15 , 1981 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,125,755	$ 1,335,416
Federal funds	$ 992,640	$ 1,177,568
Other revisions		

This modification is made for the following reasons: To include adding contract no. 9631 (Grand Ronde River Bridge) Section and authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of July , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 20, 1983

FEDERAL AID PROJECT NO. F-7(10)

ELGIN SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Includes Grand Ronde River (Elgin) Bridge and the preliminary engineering for it, changed to Construction Contract No. 9376 without the 15% limitation due to the preliminary engineering.

TYPE CODE 6201
ROADWAY (Sta. 1233 + 04 to Sta. 1273 + 00) (Contract 9376)

Subtotal on previous estimate of November 23, 1982		$722,900.00
ADDITIONAL APPROVED ITEM		
City of Elgin Water Facilities	All Required	17,558.67
	SUBTOTAL	$740,458.67
	Engineering	108,434.33
	TOTAL	$848,893.00

TYPE CODE X080
PHILLIPS CREEK BRIDGE (Sta. No. 803A)(Sta. 1235 + 39 to Sta. 1235 + 77)
(Contract 9376)

Subtotal on previous estimate of October 12, 1981		$ 31,895.00

TYPE CODE X021
GRAND RONDE RIVER BRIDGE (Sta. No. 1996A)(Sta. 1269 + 12 to Sta. 1271 + 28)
(Contract 9376)

Subtotal on previous estimated of December 20, 1982		$224,124.00
	SUBTOTAL	$256,019.00
	Engineering	38,401.00
Preliminary engineering for structure 1996 B		9,300.00
	TOTAL	$303,720.00

TYPE CODE X081
STRUCTURE (BRIDGE NO. 1996 B)(Sta. 1269 + 12 to Sta. 1271 + 27) (Contract No. 9631)

Mobilization	All Required	$ 15,000.00
Temporary Protection and Direction of Traffic	All Required	1,500.00

Temporary Signs	164	Sq. Ft.	10.00	1,640.00
Temporary Barricades	5	Each	100.00	500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200	Lin. Ft.	15.00	3,000.00
Temporary Guardrail, Type 1A	215	Lin. Ft.	25.00	5,375.00
Flagmen	100	Hour	16.00	1,600.00
Bridge Removal Work and Temporary Supports		All Required		40,000.00
Structural Concrete, Class 4000		All Required		20,000.00
Structural Concrete, Class 4500		All Required		35,000.00
Reinforcement		All Required		15,000.00
Reinstalling Steel Railing	215	Lin. Ft.	15.00	3,225.00
Membrane Waterproofing	860	Sq. Yd.	7.00	6,020.00
Class "C" Asphalt Concrete	130	Ton	40.00	5,200.00
				$153,060.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required		$ 1,500.00
Install Temporary Signals (S.F.O. #1)	All Required		6,500.00
			$ 8,000.00
		SUBTOTAL	$161,060.00
		Engineering	21,743.00
		TOTAL	$182,803.00

Length of Roadway ---------- 0.697 mile
Length of Structure ---------- 0.048 mile
0.745 mile

Cost of Roadway per Mile --------- $1,217,923.96

SUMMARY OF FUNDS (88.18%)

DESCRIPTION	CONTRACT	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	9376	$ 848,893.00	$ 748,553.00	$100,340.00
Structures	9376	294,420.00	259,619.00	34,801.00
P.E.	--	9,300.00	8,201.00	1,099.00
Structure	9631	182,803.00	161,195.00	21,608.00
TOTAL		$1,335,416.00	$1,177,568.00	$157,848.00

Contract No. 9376
Gap 1: 99% Gap 8: 1%
Prefix: 31-1010

Contract No. 9631
Gap 1: 88% Gap 8: 12%
Prefix: 31-1010 P.E.
Prefix: 31-1016

9376

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 12-199		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 12-23-82	County Union
MODIFICATION NUMBER		Project Number F-7(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 15 ,19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,067,016.00	$ 1,125,755.00
Federal funds	$ 940,894.00	$ 992,640.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of December ,19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Control Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 20, 1982

Federal-Aid Project
No. F-7(10)

Elgin Section
Wallowa Lake Highway
Union County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 1233+04 to 1273+00)
Union County

Subtotal of previous estimate of November 23, 1982		$ 722,900.00
	SUBTOTAL	$ 722,900.00
	Engineering	108,435.00
	TOTAL	$ 831,335.00

Type Code X080
Phillips Creek Bridge (Sta. #803A)(Sta. 1235+39 to Sta. 1235+77)

Subtotal of previous estimate of October 12, 1981	$ 31,895.00

Type Code X021
Grande Ronde River Bridge (Sta. #1996A)(Sta. 1269+12 to Sta. 1271+28)

Subtotal of previous estimate of October 12, 1981	$ 199,124.00

Additional Items

Repari Bridge Deck (E.W.O. #1)		$ 25,000.00
	Increase	$ 25,000.00
	SUBTOTAL	$ 256,019.00
	Engineering	38,401.00
	TOTAL	$ 294,420.00

Length of Roadway ----------	0.697 mi.
Length of Structure ----------	0.048 mi.
TOTAL LENGTH	0.745 mi.

Cost of Roadway Per Mile-------$1,192,733.14

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 831,335.00	$ 733,021.00	$ 98,314.00
Structure	294,420.00	259,619.00	34,801.00
TOTAL	$1,125,755.00	$ 992,640.00	$133,115.00

Group 1 99%; Group 8 1%
Contract No. 9376
Prefix: 31-1449
Prefix: 31-1010

9376

STATE COPY

B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-147		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Union
MODIFICATION NUMBER	11-26-82	Project Number F-7(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 15 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 950,935.00	$ 1,067,016.00
Federal funds	$ 838,534.00	$ 940,894.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of November , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXBy For; H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 23, 1982

Federal-Aid Project
No. F-7(10)

Elgin Section
Wallowa Lake Highway
Union County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 1233+04 to Sta. 1273+00)

Subtotal of previous estimate of October 12, 1981 $ 606,810.00

Previous Estimate

Flagman	600 Hr.	10.00	$ 6,000.00
General Excavation	3,130 Cu. Yd.	5.00	15,650.00
Watering	40 M-Gal.	10.00	400.00
Concrete Walks	530 Sq. Yd.	12.00	6,360.00
			$ 28,410.00

Revised Estimate

Flagman	2,800 Hr.	10.00	$ 28,000.00
General Excavation	17,300 Cu. Yd.	5.00	86,500.00
Watering	1,800 M-Gal.	10.00	18,000.00
Concrete Walks	1,000 Sq. Yd.	12.00	12,000.00
			$ 144,500.00

Increase	$ 116,090.00
Subtotal	722,900.00
Engineering	81,910.00
TOTAL	$ 804,810.00

Type Code X080
Phillips Creek Bridge (Sta. #803A)(Sta. 1235+39 to Sta. 1235+77)

Total the same as previous estimate of Oct. 12, 1981 $ 31,895.00

Type Code X021
Grande Ronde River Bridge (Sta. #1996A)(Sta. 1269+12 to Sta. 1271+28)

Total the same as previous estimate of October 12, 1981 $ 262,206.00

Length of Roadway---------- 0.697 mi.
Length of Structure ---------- 0.048 mi.
TOTAL LENGTH 0.745 mi.

Cost of Roadway Per Mile ------- $1,154,677.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 804,810.00	$ 709,681.00	$ 95,129.00
Structure	262,206.00	231,213.00	30,993.00
TOTAL	$1,067,016.00	$ 940,894.00	$126,122.00

Group 1 99%; Group 8 1%
Contract No. 9376
Prefix: 31-1449
Prefix: 31-1010

9216

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-96		COUNTY Union
	FEDERAL-AID PROJECT AGREEMENT 10/15/81	PROJECT NO. F-7(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Elgin

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-2-81	0.745
OTHER *(Specify)*		

FUNDS 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 950,935.00	$ 838,534.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By XXX FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: Dale E. Wilken

Date executed by Division Administrator OCT 15 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-Fil

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 12, 1981

FEDERAL AID PROJECT
NO. F-7(10)

Elgin Section
Wallowa Lake Highway
Union County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1233+64 to Sta. 1273+00)

Mobilization		All Required	$29,000.00
Temporary Protection & Direction of Traffic		All Required	2,500.00
Temporary Signs	242 Sq. Ft.	5.00	1,210.00
Temporary Barricades	42 Each	50.00	2,100.00
Temporary Guard Rail, Type 1, Reflectorized	850 Lin. Ft.	7.00	5,950.00
Flagmen	600 Hour	10.00	6,000.00
Clearing and Grubbing		All Required	5,000.00
Removal of Structures & Obstructions		All Required	1,000.00
General Excavation	3,130 Cu. Yd.	5.00	15,650.00
Trench Excavation	2,910 Cu. Yd.	6.00	17,460.00
Finishing Roadbed and Slopes		All Required	2,000.00
Watering	40 M-Gal.	10.00	400.00
Cement Treated Base Mixture	11,600 Ton	11.00	127,600.00
Portland Cement in CTB Mixture	640 Ton	82.00	52,480.00
Asphalt in Seal	22 Ton	250.00	5,500.00
Aggregate Shoulders	460 Ton	10.00	4,600.00
Class "B" Asphalt Concrete Mixture	4,400 Ton	20.00	88,000.00
Asphalt Cement in Mixture	295 Ton	250.00	73,750.00
9-inch Sewer Pipe	300 Lin. Ft.	9.00	2,700.00
12-inch Sewer Pipe	940 Lin. Ft.	11.00	10,340.00
15-inch Sewer Pipe	960 Lin. Ft.	15.00	14,400.00
18-inch Sewer Pipe	1,800 Lin. Ft.	20.00	36,000.00
Concrete Manholes	12 Each	1,500.00	18,000.00
Concrete Inlets, Type CG-1	30 Each	400.00	12,000.00
Guard Rail, Type 1	25 Lin. Ft.	10.00	250.00
Guard Rail, Type 2A	425 Lin. Ft.	12.00	5,100.00
Guard Rail, Type 3	200 Lin. Ft.	25.00	5,000.00
Guard Rail Anchors, Type 1	5 Each	300.00	1,500.00
Rail End Pieces, Type B	2 Each	50.00	100.00
Rail End Pieces, Type C	7 Each	100.00	700.00
Rail End Pieces, Terminal Connector	8 Each	50.00	400.00
Concrete Walks	530 Sq. Yd.	12.00	6,360.00
Concrete Driveways	150 Sq. Yd.	18.00	2,700.00
Concrete Curbs	160 Cu. Yd.	120.00	19,200.00
Extra for Asphalt Approaches	34 Each	150.00	5,100.00
Loose Riprap, Class 700	400 Cu. Yd.	10.00	4,000.00
Riprap Excavation	300 Cu. Yd.	8.00	2,400.00
Adjusting Manholes	9 Each	200.00	1,300.00
Adjusting Boxes	14 Each	50.00	700.00

Adjusting Cleanouts	6 Each	100.00	600.00
Adjusting Fire Hydrants	3 Each	200.00	600.00
Roadside Seeding & Mulching	2 Acre	1,500.00	3,000.00
Removal of Existing Sign Installations		All Required	500.00
Move and Reinstall Existing Signs		All Required	1,500.00
Wood Sign Posts		All Required	1,000.00
Type "C" Signs in Place	6 Sq. Ft.	10.00	60.00
Type "U" Signs in Place	30 Sq. Ft.	10.00	300.00
			$596,510.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,300.00
Temporary Pavement Striping	All Required	800.00
Asphalt Cement Adjustment	All Required	8,000.00
Temporary Erosion Control	All Required	100.00
Move Field Lab.	All Required	100.00
		$ 10,300.00
	SUBTOTAL	$606,810.00
	Engineering	81,919.00
	TOTAL	$688,729.00

Type Code X080
Phillips Creek Bridge (Sta. # 803A)(Sta. 1235+39 to Sta. 1235+77)

Alterations to Existing Structure		All Required	$ 4,000.00
Shoring, Cribbing, Etc.		All Required	1,000.00
Structure Excavation	100 Cu. Yd.	10.00	1,000.00
Structure Excavation Below Elevations Shown	10 Cu. Yd.	10.00	100.00
Special Footing Backfill	20 Cu. Yd.	15.00	300.00
Structural Concrete, Class 3300 (35 Cu. Yd.)		All Required	10,000.00
4' x 35'/40' Prestressed Slabs	2 Each	3,700.00	7,400.00
Reinforcement (6,100 Lbs.)		All Required	3,500.00
Two Tube Steel Railing	71 Lin. Ft.	45.00	4,195.00
Membrane Waterproofing	175 Sq. Yd.	8.00	1,400.00
			$ 31,895.00

Type Code X021
Grande Ronde River Bridge (Sta. # 1996A)(Sta. 1269+12 to Sta. 1271+28)

Alterations to Existing Structure		All Required	$ 40,000.00
Shoring, Cribbing, Etc.		All Required	5,000.00
Structure Excavation	65 Cu. Yd.	20.00	1,300.00

Furnish Pile Driving Equipment		All Required	5,000.00
Furnish HP 12x53 Steel Piling	705 Lin. Ft.	20.00	14,100.00
Drive Steel Piles	624 Lin. Ft.	1.00	624.00
Structural Concrete, Class 3300 (95 Cu. yd.)		All Required	28,000.00
Structural Concrete, Class 4500 (75 Cu. Yd.)		All Required	20,000.00
40'/45' Type II Prestressed Beams	4 Each	3,500.00	14,000.00
60'/65' Type II Prestressed Beams	4 Each	4,500.00	18,000.00
Reinforcement (27,290 lbs.)		All Required	14,000.00
Reinforced Concrete Bridge End Panels	160 Sq. Yd.	60.00	9,600.00
Two Tube Steel Railing	208 Lin. Ft.	45.00	9,360.00
Three Tube Steel Railing	221 Lin. Ft.	60.00	13,260.00
Membrane Waterproofing	860 Sq. Yd.	8.00	6,880.00
			$199,124.00
		SUBTOTAL	$231,019.00
		Engineering	31,187.00
		TOTAL	$262,206.00

Length of Roadway ---------- 0.697 mile
Length of Structure (2) ---------- 0.048 mile

Total Length ---------- 0.745 mile

Cost of Roadway per mile ---------- $988,133.42

SUMMARY OF FUNDS (88.18%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$688,729.00	$607,321.00	$ 81,408
Structure	262,206.00	231,213.00	30,993
TOTAL	$950,935.00	$838,534.00	$112,401

Group 1 - 99%; Group 8 - 1%
Contract No. 9376
Prefix: 31-1449 P.E.
Prefix: 31-1010 Construction

Nonparticipating (State Work)

Furnish Mail Box Posts	All Required	$100.00

STATE COPY

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Union	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/14/85	D. B. Carter, Area Engineer	F-7(10)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
7/1/83	9/17/84	99.5 %	400 calendar days

LOCATION

Downtown, City of Elgin, Union County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ELGIN SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving, Structures, & Signing

This project provided for the reconstruction of the Wallowa Lake Highway through the City of Elgin.

The final cost of the original contract items was $722,234.80 or a 14.6 percent underrun of the contract bid amount of $827,529. The final cost of the project including all changes and engineering was $1,092,516.32 or a 0.15 percent overrun of the project authorization. The original contract bid items underran considerably as the base design was revised after the contract had been awarded (see inspection report No. 1).

All participating work has been completed. A final inspection by FHWA was made on September 22, 1983.

All project signing and striping is complete.

NOTED
W. E. SCHWARTZ 3/21

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter Area Engr. — D. B. Carter		SIGNATURE: Original signed by C. T. CHRISTIANSON — G. K. Hossner	
TITLE: Area Engineer	DATE: 3/18/85	TITLE: Field Operations Engineer	DATE: 3/18/85

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9376

October 3, 1984

United Pacific Insurance Co.
Bond Department
33403 8th Ave. So. C-3000
Federal Way, WA 98003

COM 5
#9376

Gentlemen or Ladies:

On September 20, 1984, we wrote to you concerning release of final payment on Contract No. 9376 awarded to Douglas S. Coats, Inc. for work on the Elgin Section of the Wallowa Lake Highway in Union County.

Final payment on this contract is $2,000.25 and the total contract amount is $958,139.34. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9376

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10 - 5 - 84

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. Contract No. 9376	Elgin Section Union County	9/17/84
Fabricators, Inc. Contract No. 9522	Clackamas Rd.-Oatfield Rd. Clackamas County	9/25/84
R. A. Hatch Co. Contract No. 9374	Sylvan Intch.-Vista Ridge Tunnel Multnomah County	9/25/84
Eterna-Line Corp. Contract No. 9412	City of Salem Pavement Markins Marion County	9/25/84
Stach Const. Co., Inc. Contract No. 9716	Trail Creek Bridge Jackson County	9/26/84
R. A. Hatch Co. Contract No. 9747	SW Hood Ave.-SW Terwilliger Ave. Multnomah County	9/26/84
Fabricators, Inc. Contract No. 9486	Chemawa Rd.-Greenwood Dr. Marion County	9/28/84
Dan D. Allsup Const. Contract No. 9616	Devils Punch Bowle Park Slide Lincoln County	9/28/84
Cherry City Electric, Inc. Contract No. 9699	Santiam Hwy. @ Wheeler St.(Lebanon) Linn County	9/28/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$5,670,184.67	$28,305,979.82
Anticipated Costs	$6,197,734.69	$31,387,775.21
% Overrun (Underrun)	+9.3%	+10.9%

October 3, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9376

F

DATE: February 14, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase In Project Authorization
Elgin Section
Wallowa Lake Highway, Union County
Contract No. 9376

This federal-aid grading, paving and structures project has been completed and it is apparent that the final cost will exceed the project authorization by $63,700 or 6.2 percent. The project authorization was previously increased by action of the Commission at the meeting of July 14, 1982, that increase being based on overrun of quantities due partly to plan error and partly to the need to subexcavate unsuitable areas.

The earlier request for increase was submitted a full year prior to completion of the project and allowed for the amount of subexcavation that was anticipated at the time. Those estimates proved to be inadequate, resulting in the need for this present request. Flagging, watering and engineering required were substantially increased due to the slow progress of a contractor with limited grading experience.

There are sufficient funds available in the category of work and all the increase, except $6,700, is eligible for federal participation.

I recommend that the authorization be increased by $63,700 to a new total of $1,090,884.42. This matter will be on the consent calendar for the February 28 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

O.K.- WEB

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 3, 1984

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Elgin Section
Wallowa Lake Highway, Union County
Contract No. 9376

This federal aid grading, paving and structures project has been completed and it is apparent that the final cost will exceed the project authorization by $63,700.00 or 6.2 percent. The project authorization was previously increased by action of the Commission at the meeting of July 14, 1982, that increase being based on overrun of quantities due partly to plan error and partly to the need to subexcavate unsuitable areas.

The earlier request for increase was submitted a full year prior to completion of the project and allowed for the amount of subexcavation that was anticipated at the time. Those estimates proved to be inadequate, resulting in the need for this present request. Flagging, watering and engineering required were substantially increased due to the slow progress of a contractor with limited grading experience.

There are sufficient funds available in the category of work and all the increase, except $6,700, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $63,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
Joe Schlieski
R. D. Church
D. E. Swan

81-125-1387

1376

Report # 73

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Elgin	WEEK ENDING: July 2, 1983
		SECTION PREFIX: 31-1010
	HIGHWAY: Wallowa Lake	COUNTY: Union
NAME OF JOB	KIND OF WORK: Grading, Paving, Structures, and Signing	
CONTRACTOR: Douglas S. Coats, Inc.	CONTRACT NUMBER: 9376	FEDERAL AID PROJECT NUMBER: F-7(10)
DATE OF CONTRACT: 9/29/81	DATE WORK STARTED: 1/12/82	ESTIMATED COMPLETION DATE: June 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 400	WORK DAYS USED / CALENDAR DAYS USED: 398
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $ 1,027,184		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 927,184	ENGINEERING AUTHORIZATION: $ 100,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 945,793	ENGINEERING COST TO DATE: $ 135,000	DATE PROJECT WAS COMPLETED: July 1, 1983
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 5.2 %	PERCENT OF AUTHORIZATION: 135 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	99	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	803A	1996A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY		1		Resume Work Order
FRIDAY		1		Completion date
SATURDAY				

CE K CAE FSEE OE SCS SEO

RECEIVED
JUL 5 1983
CONSTRUCTION SECTION

OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Precheck submitted to Region 2/14/83

Final Records being prepared.

Request for additional authorization is being prepared- engineering overran; payment to the City of Elgin for utility adjustments was double the original estimate.

SIGNED Joseph Schlieski LOCATION LaGrande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9376

April 11, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Cost Overrun
Water & Sanitary Sewer Adjustment
City of Elgin
Elgin Section
Wallowa Lake Highway
Union County
Project No. F-7(10)

RECEIVED
TECHNICAL SERVICES
APR 14 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Reference is made to my letter of May 25, 1982 which submitted an estimate of cost for the relocation of the City of Elgin's water and sanitary sewer facilities and to your Letter of Approval and/or Authorization, dated June 2, 1982 which approved participation in the estimated cost of $9,470. Copies of my letter and your PR-1240 are attached.

The relocation of the City's facilities has been completed and a final billing of cost, in the amount of $19,436.53, received. The relocation costs have been audited by our Accounting Section. The audit disclosed that a portion of the material and contracted services costs could not be substantiated. A slight increase in the cost of labor, over the amount billed, was found. The final audited cost of $17,558.67 exceeds the estimated cost of $9,469.80bby $8,088.87 or 85.42%. The City, in a letter dated January 14, 1983, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The City responded in a timely manner to the State's requests and has accomplished the work required to accommodate our highway construction, therefore, is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $17,558.67 is requested.

JMC/DES/llr
Attachment
cc: E. S. Hunter
J. M. Cartwright
Rich Evans, Hwy. Acct.
Harlin Gerlach
Pete Gonzalez, Highway Accounting

9376

B

February 11, 1983

Rogers Asphalt Paving Co.
P. O. Box 200
La Grande, OR

CON 5
#9376

Attention: Don Hampton

Gentlemen:

Thank you for your letter of January 28, 1983, informing us that Douglas S. Coats, Inc., has paid you $40,000 and there is a balance due of $31,830.82.

You state this is in reference to the Douglas S. Coats, Inc., Contract No. 9376 for work on the Elgin Section of the Wallowa Lake Highway in Union County.

This information will be noted in our records and we will advise the surety and contractor. Please notify us when the remainder has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

2-11-83 dc.

B

ROGERS ASPHALT PAVING CO.

DON HAMPTON, OWNER

P. O. BOX 200 — PHONE 963-3633

LA GRANDE, OREGON
97850

January 28, 1983

Robert W. Gormsen
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Sir:

In regard to our claim against the Highway Division contract #9376; Douglas S. Coats, Inc. has sent us the following payments: January 10, 1983, $20,000.00 and January 19, 1983, $20,000.00 leaving a balance of $31,830.82.

Sincerely,

Don Hampton

Don Hampton

RECEIVED
JAN 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-11
9376

C

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 2 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 21, 1983

IN REPLY REFER TO
FILE NO.

FILED
JAN 25 1983
NORMA PAULUS
SECRETARY OF STATE

Rogers Asphalt Paving Co.
P. O. Box 200
LaGrande, OR 97850

Attention: Don Hampton

js CON 52/16/13
#9376

Gentlemen:

This will acknowledge your letter of January 5, 1983, addressed to Joe Schlieski in LaGrande, filing a claim against the following Highway Division contract:

FILED BY:	Rogers Asphalt Paving Co.
AMOUNT:	$71,830.82
AGAINST: (Prime Contractor)	Douglas S. Coats, Inc.
SUBCONTRACTOR:	Rogers Asphalt Paving Co.
CONTRACT NO.	9376
PROJECT:	Elgin Section, Wallowa Lake Highway, Union County
SURETY:	United Pacific Insurance Co.
AGENT:	Betty M. Williamsen

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bc: Joe Schlieski

ROGERS ASPHALT PAVING CO.

DON HAMPTON, OWNER

P. O. BOX 200 — PHONE 963-3633

LA GRANDE, OREGON
97850

January 5, 1983

Oregon State Highway Dept.
Mr. Joe Schlieski
La Grande, Oregon

Dear Sir:

Rogers Asphalt Paving Co. was a subcontractor for Douglas S. Coats on the Elgin Streets Contract. (Contract number 9376 Elgin Section)

To date we have billed Douglas Coats for $218,054.10 for our sub-contract work and have received $146,223.28, leaving a balance of $71,830.82 due us. All but $1,715.65 was for work completed October 25, 1982 and the balance was completed November 11, 1982.

Sincerely,

Don Hampton

Don Hampton

cc: Douglas S. Coats

RECEIVED
JAN 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-7-83

9376

January 21, 1983

R-D Mac, Inc.
P. O. Box 1086
LaGrande, OR 97850

CON 5
#9376

Attention: Julie Campbell
Office Manager

Gentlemen or Ladies:

Joe Schlieski of LaGrande has referred your letter of January 3 to this office releasing any claims against Coats Constructi n Company.

This appeared to be in reference to a claim filed in November of 1982 in the amount of $61,923.19 for labor and materials. This was in connection with the Douglas S. Coats, Inc., Contract No. 9376, for work on the Elgin Section of the Wallowa Lake Highway in Union County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN: js

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

RECD 1/21/83 JS

bc: Joe Schlieski

ORIGINAL SIGNED
ROBERT W. GORMSEN

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

January 3, 1983

Joe Schlieski
Resident Engineer
Oregon State Highway
La Grande, OR 97850

RE: Highway 82 - Elgin
Coats Construction

Dear Joe:

This is to inform you that the above contractor, Coats Construction, has made satisfactory payments and arrangements with R. D. Mac, Inc.

We, therefore, wish to release any claim on behalf of R. D. Mac against Coats Construction which would prevent payment to Coats of the retention.

Sincerely,

Julie Campbell

Julie Campbell
Office Manager

cc/Douglas Coats Construction

JHC/pers.

RECEIVED
JAN 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-4-83

9376 1-11-83 B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME: Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80276

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/24/82

8. FEDERAL ROUTE NUMBER: Primary 7

9. STATE ROUTE NUMBER: Primary 10

10. GENERAL LOCATION:
Elgin Section

11. GENERAL DESCRIPTION OF WORK
Permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/24/82 as requested in Mr. Keasey's letter of 12/29/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $500 Federal Funds $441.

Orig 1/13

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL: G K Haasner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9376 CL-82-215

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 12 1982
NORMA PAULUS
SECRETARY OF STATE

B

November 10, 1982

IN REPLY REFER TO
FILE NO.:

R-D Mac, Inc.
P. O. Box 1086
LaGrande, OR 97850

FILED
11-29-82
P

CON 5
#9376

Attention: Harry T. Collman

Gentlemen:

Joe Schlieski, Resident Engineer in LaGrande, has referred your letter of November 1, 1982, with two statements to my office for handling. Your letter files a claim against the following Highway Division contract:

FILED BY:	R-D Mac, Inc.
AMOUNT:	$61,923.19
FOR:	Labor and materials
AGAINST: (Prime Contractor)	Douglas S. Coats, Inc.
CONTRACT NO.:	9376
PROJECT:	Elgin Section, Wallowa Lake Highway, Union County
SURETY:	United Pacific Insurance Company
AGENT:	Betty M. Williamsen

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

November 1, 1982

Joe Schlieski
Resident Engineer
Oregon State Highway Department
La Grande, OR 97850

RE: Highway 82 - Elgin
Coats Construction

Dear Joe:

Enclosed are two statements due to R. D. Mac, Inc. from Coats Construction. The statement for $37,676.78 is for ready-mix concrete delivered to Elgin and the other statement is for aggregate from our pit in Elgin.

The job in Elgin is nearly complete. I would appreciate any assistance you can give me to secure payment of this indebtedness. Thank you.

Sincerely,

Harry T. Collman

Harry T. Collman

HTC/jhc

cc/ Coats

RECEIVED
NOV 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

R-D MAC, INC.

P.O. BOX 1086 • LA GRANDE, OREGON 97850

DATE November 1, 1982

Coats Construction
Box 311
Bend, OR 97701

DETACH AND RETURN THIS STUB WITH REMITTANCE

AMOUNT REMITTED $ _____

Bal. Fwd.			26,183.50
Interest	to 11-1-82	378.48	
10-6-82	3254	3,448.50	
10-7-82	3264	756.25	
10-8-82	3278	1,102.20	
10-12-82	3302	1,569.80	
10-15-82	3334	3,239.80	
10-21-82	3378	332.75	
10-22-82	3391	665.50	37,676.78

Thank You!

Due and payable by 10th of month following purchase. 1½% interest, or .50 minimum, per month will be charged on all past due accounts.

Contract 9376
Ready-mix Conc.
Douglas S. Coats, Inc.

RECEIVED
NOV 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

R-D MAC, INC.

P.O. BOX 1086 • LA GRANDE, OREGON 97850

DATE 11-1-82

Coats Construction
Box 311
Bend, OR 97701

DETACH AND RETURN THIS STUB WITH REMITTANCE AMOUNT REMITTED $_____

Bal. Fwd.			24,035.99
11-1-82	Interest to date	210.42	24,246.41

Thank You!

Due and payable by 10th of month following purchase. 1½% interest, or .50 minimum, per month will be charged on all past due accounts.

RECEIVED
NOV 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contract 9376
Douglas S. Coats, Inc.
Aggregate base Mat'l.

OREGON STATE HIGHWAY DEPARTMENT

TO: Commission Services - Bob Gemmen

SUBJECT: Contract 9376 & 9389

FROM: Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

DATE: November 5, 1962

For your information and appropriate action - find the following letters - concerning past due accounts on the subject contract - Douglas S. Coats, Inc. contractors and Baker Redi-Mix, Inc. contractor respectively - -

[redacted] - B-D Mix Inc. - - 11/1/62 bill for Ready-mix concrete and haulrock hauled totaling - $61,923.

Contract 9389 - - B-D Mix Inc. - - 11/1/62 bill for Ready-mix concrete totaling $11,577.

cc: File

(SIGNATURE)

PLEASE REPLY HERE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

9376

STATE COPY

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-27-82

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION	RECEIVED STATE HWY ENGR
10	See below	Oregon	
DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.	NOV 16 82
10/27/82	Original Signed by H. A. Schell H. A. Schell, Division Bridge Engineer	F-7(10)	
IN COMPANY WITH	Walt Hart, Bridge Engineer; OSHD		REFER TO Keasey

REMARKS

NOTED
W. E. SCHWARTZ

FOR

Info	Invest	R/D	D/R	Sig	Act	File

ELGIN SECTION
WALLOWA LAKE HIGHWAY
Grading. Paving, Structures, & Signing

This section of bridge work only was inspected with Mr. Hart to determine if the work was being accomplished adequately and to determine if additional work was necessary because of the old bridge condition and stream alignment; also whether a sidewalk extension was desirable at the Phillips Creek structure.

COMPLETED WORK:

Phillips Creek - All work is complete, and the membrane and pavement are in place.

Grande Ronde - The deck has been poured on the north side of the structure. Part of the overlay on the old strucuture has been removed.

WORK IN PROGRESS:

Grande Ronde - One man was finishing in span 1. Two men and a front-end loader were repairing the temporary protective guardrail installations in span 2 from the underside of the deck. Two people were cleaning up the staging yard area.

Phillips Creek - The sidewalk on the east side of the roadway stops at the Phillips Creek structure guardrail installation. A sidewalk could be included across the structure by using the abutment wall exterior and thus would practically eliminate most foundation work. There is a fairgounds area on the east side of the highway and a baseball field on the west side just south of the structure. Some leakage was observed on the under side of the slabs, indicating possible leakage through the waterproof membrane.

REMARKS:

Grande Ronde - The pier shear walls are installed and should reduce the debris problem. The stream bank on the upstream west river approach to the structure align the river to about a 60 degree skew to the piers. A groin on the other side of the river is recommended, to assist the high-water riverflow deflection underneath the stucture. Also, such an installation should protect the abutments and prevent bank erosion on the upstream section.

Some of the old deck panels in spans 1, 2, and 4 generally next to bents 2 and 4 show map cracking and latence through the deck. It will probably be necessary to remove and replace several of these panels because of their poor condition.

9376

CON

DATE: July 6, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Elgin Section, Wallowa Lake Highway
Union County, Contract No. 9376

This federal-aid grading, paving and structure project is approximately 33 percent complete with a November 1982 completion date anticipated. It is now apparent that the project cost will exceed that authorized by an estimated $76,135 or 8.0 percent.

The major causes for the increased cost include quantity overruns of general excavation and flagmen which will add an estimated $64,850 and $14,000 respectively to the project cost. The general excavation quantity will overrun in part due to a plan error of approximately 5,000 cubic yards and in part due to the need to subexcavate unsuitable areas.

There are sufficient funds available in this category of work and all of the increase in project cost is eligible for federal participation.

I recommend that the project authorization be increased by $76,135 to a new total of $1,027,184.42. This matter will be on the consent calendar for the July 14 meeting.

OBJ:st

bc Fred D. Miller
R. W. Gormsen
George Bell
Robert N. Bothman
W. E. Schwartz
C. T. Keasey
V. E. Skoog
R. D. Hector

9376

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz, P.E.
Asst. State Highway Engineer

DATE: July 1, 1982

NOTED
H.S.COULTER

FROM: for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Elgin Section, Wallowa Lake Highway
Union County, Contract No. 9376

This federal-aid grading, paving and structure project is approximately 33 percent complete with a November, 1982 completion date anticipated. It is now apparent that the project cost will exceed that authorized by an estimated $76,135 or 8.0 percent.

The major causes for the increased cost include quantity overruns of general excavation and flagmen which will add an estimated $64,850 and $14,000 respectively to the project cost. The general excavation quantity will overrun in part due to a plan error of approximately 5,000 cu. yd. and in part due to the need to subexcavate unsuitable areas.

There are sufficient funds available in this category of work and all of the increase in project cost is eligible for federal participation. PCRB approval is not necessary.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $76,135. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: Bob Hector
Joe Schlieski
Robert Church
D. E. Swan

RECEIVED
STATE HWY ENGR
JUL 1 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9376

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-2-82	David B. Carter, Area Engineer	F-7(10)

IN COMPANY WITH: J. Schlieski, Project Manager, OSHD

LOCATION: Downtown City of Elgin, Union County, Oregon

NOTED
W. E. SCHWARTZ

CONTRACTOR NAME AND ADDRESS: Douglas S. Coats, Inc., P.O. Box 311, Bend, Oregon 97709

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9-29-81	$827,529.00	400 calendar days	10-13-81	1-12-82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	58%	30%

RECEIVED
STATE HWY ENGR
JUN 22 '82

REFER TO Keaser
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS

ELGIN SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving, Structures, and Signing

cy 6-22-82

This project provides for the reconstruction of the Wallowa Lake Highway through the City of Elgin.

Work Completed

The basic widening of the Phillips Creek bridge is nearly complete. One slab on the southbound side of the structure needs to be placed to complete this work. Placement of this slab was delayed due to unexpected connection details with existing slab. No foundation work has begun on the Grande Ronde River bridge due to high water in the river. The contractor has installed some drainage inlets and has begun street excavation.

Work in Progress

Installing inlets at Birch Street. Excavating the right side of the highway between Stations 1253 and 1261.

(continued)

Comments

The contractor, in cooperation with the City of Elgin, has modified the traffic pattern through this stage of the construction using a work hours detour around the construction area. Flaggers are assisting traffic through the detour. Some of the detour signing is not standard. Mr. Schlieski indicated that the contractor is in the process of erecting standard signs.

Some soft areas were discovered while excavating the existing street. Some of the areas were extensive. Suitable excess material encountered on the project will be used as backfill to the extent possible. However, it appears additional material will be required for backfill purposes. Mr. Schlieski will initiate a change order to document and pay for the additional material required.

The contractor has proposed, and the State has accepted a revision to the base construction. This change is included under Price Agreement No. 2. This change in typical section was approved by FHWA effective March 18, 1982. The proposal involves substituting base aggregates in lieu of the cement treated base. The contractor felt the base aggregate alternate was more workable in this confined urban setting. This change will result in a net savings to the project after adjusting both options for the anticipated general excavation quantities. The plans neglected to include any excavation for the CTB except for pavement removal and some excess crown correciton. Excavation should have been included for the full 11" depth of the planned CTB.

9376

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(10)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 80276
2A. COUNTY NAME Union	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/19/82	Primary 7	Primary 10

10. GENERAL LOCATION:

Elgin Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's Letter of 5/25/82 this will confirm the advance approval date of 4/19/82 to proceed with the actual adjustments for the City of Elgin's Water and Sanitary Sewer Facilities on an actual cost basis estimated to be $9,470 Federal Funds $8,351.

I approve the Agreement with the City of Elgin.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 4 '82
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/82	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9376

9-2-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-7(10)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80276

2A. COUNTY NAME: Union

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/2/81

8. FEDERAL ROUTE NUMBER: Primary 7

9. STATE ROUTE NUMBER: Primary 10

10. GENERAL LOCATION:

Elgin Section

11. GENERAL DESCRIPTION OF WORK

Correction of PR-1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

My PR-1240 dated 9/2/81 is corrected to read "TEC of $1,101,097 Federal Funds $970,946" and after concurrence in award you are authorized to proceed with the items listed below as shown in your Estimate.

Permanent Pavement striping S.F.	$1,300
Temporary Pavement Striping S.F.	800
Asphalt Cement Adjustment	8,000
Move Field Laboratory S.F.	100

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
SEP 15 '81
REFER TO Proposal
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to Proposal 9-15-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/2/81	D. K. Dorsman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9376

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-7(10)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
5. ITEM NO. 80276	2A. COUNTY NAME Union

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/2/81	Primary 7	Primary 10

10. GENERAL LOCATION:

Elgin Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Permanent Pavement Striping S.F. $1,300

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 31, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $385,330 Federal Funds $339,784.

A signed copy of the Title Sheet is returned herewith.

orig w/att.
9-3-81

RECEIVED
STATE HWY ENGR
SEP 3'81
REFER TO
Implmtng
FOR
Info | Insp | P&S | Dist | Sign | Act | Eng

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/2/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9376

10

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/30/81
Donald R Rout

1/2 Idaho

All Clear Deadline: Sept. 3, 1981 Bid Letting

SECTION Elgin
Highway Wallowa Lake
County Union Region V
Type of Work G-P-Str-Curbs Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DSL ✓
statewide Noise ✓

Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
X					
X					2 Exc

DOCUMENTS:

EIS
Negative Declaration
Project Assessment
Write-off Letter

PERMITS:

X		X			Have from Elgin - Minam River Rd job
X					
X					
X					

Division of State Lands
D.O.G.M.I.
Corps of Engineers
Coast Guard
Co. Conditional Use
NPS Air Pollution
NPS Water Pollution

CULTURAL:

X		X			
X					

Cultural Survey
Cultural Salvage

NOISE:

X		X			statewide

Noise Study

9376

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

July 20, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80276
Project No. F-7(10)
Elgin Section
Union County

Attached support data consists of PR-1 forms with project maps for the subject project.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

JLG:bkc
Attachments

cc: W.E. Schwartz (Region 5)
General Files

Form 734-3122

9376 10

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Elgin Section — Date June 26, 1981, 19

Highway Wallowa Lake #10 — Authorization No. 1

County Union #31 — Survey Prefix 31-1449 (Assigned by Salem office)

Description of termini, route, length, etc.: Beginning at the South end of Phillips Cr Bridge (M.P. 20) and ending at the South end of the Grande Ronde River Bridge (M.P. 20.7) along the existing Wallowa Lake Highway.

Proposed:
Widen the Phillips Creek structure, widen and pave existing roadway.

Purpose:
To complete and contract this section of work that was deleted from an earlier survey (Elgin-Minim River Rd) Field work and preliminary design work was accomplished under the previous project.

Estimate of Costs:

Resident Engineer	(901)	$ 200
Final Design	(905)	2,000
Bridge Design	(906)	500
Project Management	(920)	100
Specifications	(921)	1,500
Environment	(923)	200

STATE

Part of 'Elgin-Minam River Rd on 6yr. Program

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 29 1981
LOCATION SECTION

Total estimated cost of survey $4,500

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by: P. Lewallyn
Asst & Records Engineer
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
/s/ Frank E. Perkins
Location Engineer

Approved:
/s/ D Lantis
Assistant State Highway Engineer

SP*19760-734

J981 LaGrande/Baker Hwy. @ Pierce 93
Lane Sec. of the LaGrande-Baker Hwy.
(Grading and Paving)

RR 1068 7-22-82

9377

STATE COPY

nig cc OSHD (Coulter)
David Carter, Area Engineer

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

2-1-84

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	2	Union	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-1-84	Paul J. Padilla, Highway Engineer Trainee	F-84(3)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-31-82	1-12-83	49 %	160

APPROVED EXTENSIONS

LOCATION Approximately 4 1/2 miles southeast of LaGrande, Union County; or, on the LaGrande - Baker Highway at Pierce Lane

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LaGRANDE/BAKER HIGHWAY AT PIERCE LANE
LaGRANDE - BAKER HIGHWAY
Grading and Paving

This project provided for the raising of the highway at the Pierce Lane Intersection and the construction of a left-turn lane.

The final cost of the original contract items was $183,000 - or a 4.3% overrun of the contract amount of $175,336.00. The final cost of the project, including engineering, changes, and contingencies, was approximately $211,000.

As noted in Area Engineer David Carter's report of September 1, 1982, striping and signing of the left-turn refuge was not complete. A telephone conversation with J. Schlieski, Project Manager, verified that these items are now completed .

All participating work has been complete.

---PDP---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 8 '84

REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2/13 OK

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Paul J. Padilla	SIGNATURE Glenn K. Hossner G. K. HOSSNER Field Operations Engineer
Paul J. Padilla	Glenn K. Hossner
TITLE Highway Engineer Trainee	DATE 2-1-84
TITLE Field Operations Engineer	DATE 2/7/84

FORM FHWA 1446B (Rev 12-71) PREVIOUS EDITIONS MAY BE USED.

9377

2-23-83

CONSTRUCTION NARRATIVE REPORT

Project: La Grande/Baker Hwy @ Pierce Lane
La Grande - Baker Highway
Union County
Contractor: D Mc D Corp.

Contract: 9377
Prefix: 31-1011
F.A. No. F-84(3)
Project Manager: Schlieski

This project was awarded late in the fall of 81, to a local contractor known as D Mc D Corporation. Due to the late awarding of the contract and the fact that we had a good existing paved surface to keep traffic on all winter - a suspension of work order was issued immediately with a tentative schedule for work to begin next spring when weather conditions permitted satisfactory performance of the work.

There were no particular problems with this project - other than the normal wet subgrade areas, etc.

how last

The contractor requested a revision in the detour surfacing that consisted of deleting the planned AC pavement and using a dust alleviant on the baserock. Since the time allowed for the use of the detour was very short - his request was approved. His plan worked very well and saved us the expense of paving the detour and then tearing it up. The contractor supplied the dust alleviant at no cost to the project.

The contractor's general workmanship was very good - he did have problems fine grading the aggregate base - but the overall appearance of the project is good.

The temporary protection and direction of traffic as set forth in the plans and specifications worked well for this project.

REFERRED TO

Beard Stoudenmeyer
Cole Mann NEM
Erikson Watson
Heger Dorn Lee
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Joseph A. Schlieski
Joe Schlieski
Project Manager

1 ✓
Anderson
2 Adam
Sullivan
RECEIVED
1983
ROAD DESIGN
Section
Policy

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: LaGrande/Baker Hwy. @ Pierce Lane Section
Highway: LaGrande - Baker
County: Union

Contract No. 9377
Prefix: 31-1011
F.A. No. F-84(3)

Item No.	Item	Unit	Original	Semi-final	+/-%
	SUMMARY				
	Bid Items	$	175,336	182,956	+4%
	Anticipated Items	$	12,600	9,950	-27%
	Contingencies	$	8,457	3,838	-55%
	Engineering	$	16,914	16,914	0
	Credits	$	0	-366	
	Total	$	213,307	213,292	0

All substantial changes were evaluated and none were found to meaningly affect the total project cost.

RECEIVED
ROAD DESIGN

9377 2-1-83 file D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9377

B

January 17, 1983

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

COM 5
#9377

Gentlemen or Ladies:

Contract No. 9377 awarded to D Mc D Corporation for work on the LaGrande-Baker Highway at Pierce Lane in Union County was completed on November 1, 1982, and accepted by the State Highway Division on January 12, 1983.

Final payment in the amount of $4,000.07 will be released to the contractor after January 24, 1983. The total contract amount is $185,277.42 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: D Mc D Corporation
P. O. Box 1012
LaGrande, OR 97850

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

9377

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-29-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-84(3)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
5. ITEM NO. 10018	2A. COUNTY NAME Union

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/28/82	Primary 84	Primary 66

10. GENERAL LOCATION:

La Grande/Baker Highway at Pierce Lane Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 9/28/82 as requested in Mr. Keasey's letter of 10/22/82 as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 3 is approved for a TEC of $350 Federal Funds $309.

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO. Moehring
FOR

Info	Invest	R/D	D/E	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/29/82	G. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9317

FINAL Report # 12

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: La Grande/Baker Highway @ Pierce Lane	WEEK ENDING: September 4, 1982
	SECTION PREFIX: 31-1011
HIGHWAY: La Grande - Baker	COUNTY: Union
NAME OF JOB	KIND OF WORK: Grading and Paving
CONTRACTOR: D Mc D Corp.	CONTRACT NUMBER: 9277
	FEDERAL AID PROJECT NUMBER: F-84(3)
DATE OF CONTRACT: 9-29-81	DATE WORK STARTED: 6-16-82
	ESTIMATED COMPLETION DATE: August 82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 160
	CALENDAR DAYS USED: 78
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED: 49
PROJECT AUTHORIZATION: $213,307.36	
EXCLUSIVE OF ENGINEERING: $196,393.12	ENGINEERING AUTHORIZATION: $16,914.24
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $196,393.12	ENGINEERING COST TO DATE: $16,000.00
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 95 %
	DATE PROJECT WAS COMPLETED: 8-31-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	98	98	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.29	0.29			0.29
MILES PARTIALLY COMPLETED	0.29	0.29			0.29
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,430	6,175			1,900
TOTAL QUANTITIES CORRECTED TO DATE	5,430	7,500			1,900
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,430	7,460			1,850
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		Completion Day.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
SEP 1982
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	Placed delineators. Completion day.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final records will be submitted on or before 10-1-82.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

9377 9-1-82

clm

cc: H. S. Coulter, OSHD

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL & REPORT
FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/1/82	David B. Carter, Area Engineer (Original Signed by D. B. Carter Area Engr.)	F-84(3)

IN COMPANY WITH

J. Schlieski, Project Manager, OSHD

LOCATION Approximately 4½ miles southeast of La Grande, Union County, Oregon on the La Grande - Baker Highway (Ore 203) at Pierce Lane.

CONTRACTOR NAME AND ADDRESS

D McD Corporation, May Street (P. O. Box 1012), La Grande, OR 97850

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9/29/81	$175,336	160 Calendar Days	10/13/81	6/16/82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
satisfactory	satisfactory	49%	100%

REMARKS

LA GRANDE/BAKER HIGHWAY AT PIERCE LANE
LA GRANDE - BAKER HIGHWAY
GRADING AND PAVING

This project provided for the raising of the highway at the Pierce Lane intersection and the construction of a left turn lane.

The project is now complete except for striping and signing of the left turn refuge. Acceptance of the project is recommended upon completion of these items.

RECEIVED
STATE HWY ENGR
OCT 13 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ
10/18
by Kenney

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

9377

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: July 22, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: La Grande/Baker Highway at Pierce Lane
Union County
ODOT Agreement No. RR-1068
ROW File 51857

RAILROAD COMPANIES
FILE No. 1068

Attached is the State's fully executed counterpart of an agreement between the Union Pacific Railroad Co., Union County, and the Oregon Department of Transportation by which the Railroad grants the Department of Transportation and Union County the rights to construct, maintain and operate a portion of public highway on railroad right of way.

RDT/llr
Attachment
cc: R. D. Hector - w/att.
C. K. Ansell - w/att.
J. B. Boyd - w/att.
Bill Barnett - w/att.
Joe Schlieski - w/att.
D. E. Swan - w/att. (2)

8/3/82

9377

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
10-89		COUNTY Union
	FEDERAL-AID PROJECT AGREEMENT 10-15-81	PROJECT NO. F-84(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

LaGrande/Baker Hwy. @ Pierce Lane

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-2-81	0.00
OTHER *(Specify)*		

FUNDS PRO P"TA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 209,221.00	$ 184,491.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 15 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon October 9, 1981

Federal Aid Project
No. F-84(3)

LaGrande/Baker Hwy. @ Pierce Lane Section
LaGrande-Baker Highway
Union County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization

Mobilization		All Required	$ 13,300.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	172 Sq. Ft.	7.00	1,204.00
Temporary Barricades	12 Each	150.00	1,800.00
Temporary Reflective Pavement Markers	70 Each	5.00	350.00
Temporary Delineators	17 Each	20.00	340.00
Flagmen	300 Hour	12.00	3,600.00
Removal of Structures and Obstructions		All Required	800.00
Embankment in Place	5,430 Cu. Yd.	4.10	22,263.00
Finishing Roadbed and Slopes		All Required	5,000.00
Watering	220 M-Gal.	12.00	2,640.00
1"-0 Aggregate Base	6,175 Ton	7.00	43,225.00
Class "B" Asphalt Concrete	1,900 Ton	39.00	74,100.00
24-inch Culvert Pipe	52 Lin. Ft.	25.00	1,300.00
Guard Rail, Type 2A	75 Lin. Ft.	25.00	1,875.00
Guard Rail, Type 3	25 Lin. Ft.	42.00	1,050.00
Guard Rail Anchors, Type 1	1 Each	400.00	400.00
Rail End Pieces, Type B	1 Each	60.00	60.00
Rail End Pieces, Type C	1 Each	95.00	95.00
Delineators, Type 2	26 Each	23.00	598.00
Delineators, Type 3	12 Each	28.00	336.00
			$175,336.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Railroad Protective Costs	All Required	8,000.00
		$ 9,000.00
	SUBTOTAL	$184,336.00
	Engineering	24,885.00
	TOTAL	$209,221.00

Work Retained in Program Status

Permanent Signing	All Required	$ 1,000.00
Adjust Guard Rail	All Required	500.00
	TOTAL	$ 1,500.00

Federal Funds (88.18%)-------	$184,491.00
State Funds ----------	24,730.00
TOTAL	$209,221.00

Group 1 100%
Contract No. 9377
Prefix: 31-1946
31-1011

Work Retained in Program Status

Permanent Signing	All Required	$ 1,000.00
Adjust Guard Rail	All Required	500.00
	TOTAL	$ 1,500.00

Federal Funds (88.18%)-------	$184,491.00
State Funds ----------	24,730.00
TOTAL	$209,221.00

Group 1 100%
Contract No. 9377
Prefix: 31-1946
31-1011

9377

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

September 29, 1981

FA PROJECT
No. F-84(3)

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: for D.E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: LaGrande/Baker Hwy. at Pierce Lane
LaGrande/Baker Highway
Union County

Tentative concurrence is requested in the award of contract for the subject project. The bid was received on September 24, 1981.

D. Mc D. Corporation of LaGrande submitted the low bid of $175,336.00, which is $16,721.00 or 10.54% above the Engineer's estimate of $158,615.00. Three other bids were received in the ascending amounts of $181,166.00, $194,103.50 and $235,352.00.

We have reviewed our calculations and find that the Engineer's estimate was low by $5.00 per ton on bid item No. 13, Class "B" Asphalt Concrete. Due in part to increases after the estimate was made in the FOB price of material. Increasing the Enginee's estimate to $168,115.00, which makes the low bid within 4.3% of our revised estimate.

Based on the revised cost estimate, the four competitive bids that were received, the potential cost due to delaying the project, and the readvertising; we feel it is in the public interest to accept the bid of $175,336.00 and award the project at this time.

DAR:bkc

cc: E.S. Hunter
C.T. Keasey

RECEIVED
TECHNICAL SERVICES
SEP 30 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apr | File

Form 734-3122

9377

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-84(3)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 10018
2A. COUNTY NAME Union	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/2/81	Primary 84	Primary 66

10. GENERAL LOCATION:

La Grande/Baker Highway at Pierce Lane Section

11. GENERAL DESCRIPTION OF WORK

Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Permanent Pavement Striping S.F. $1,000
  Railroad Protective Services $8,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's August 31, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $200,695 Federal Funds $176,973.

A signed copy of the Title Sheet is returned herewith..

Craig Wyatt
9-3-81

RECEIVED
STATE HWY ENGR
SEP 3'81
REFER TO
Moehring

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/2/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

.9377

66

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L Rant

1/2

All Clear Deadline

Sept. 3, 1981 Bid Letting _____

SECTION LaGrande/Baker Hwy @ Pierce Lane
Highway LaGrande-Baker
County Union Region V
Type of Work G-P-Chann. Funds FA
State ___ Consultant ___ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter					

2 Exc

PERMITS:					
Division of State Lands		X			
D.O.G.M.I.		X			
Corps of Engineers		X			
Coast Guard		X			
Co. Conditional Use		X			
NPS Air Pollution		X			
NPS Water Pollution		X			
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study		X		X	

9377

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10018
Project No. F-84 (3)
La Grande/Baker Hwy. @ Pierce Lane Section
Union County

Attached data consists of PR-1 form with project maps.

This project is expected to be funded from the 20% of the FY'81 limitation withheld from distribution until after August 1, 1981.

DRH/lms
Attachments

cc: W. E. Schwartz (Region 5)
General Files

Form 734-3122

9377 C C 66

STATE OF OREGON

INTEROFFICE MEMO

Highway Division DEPT. 963-7545 TELEPHONE

TO: Duane O. Christensen
Final Design Engineer

DATE: February 19, 1981

FROM: JAS

SUBJECT: La Grande/Baker Hwy. @ Pierce Lane
La Grande/Baker Highway
Union County
"Preliminary Plan Review"

In reviewing the subject plans the following is noted:

a) Installation of the railroad signals has already begun.

b) Union County has constructed the necessay subgrade widening for the N.W. quadrant guardrail and taper.

c) Union County has ordered and will install in the near future all guardrail protection as shown.

d) The only contract work north of the tracks will be the AC surfacing as shown on the plans.

e) The guardrail in the southeast quadrant, having been installed by the County, will have to be adjusted to the new finish grade. This adjustment will probably be beyond the capacity of the Type 1 Anchor and I'd recommend we simply pour another anchor under the bid item.

f) I'm a little concerned about the special provisions for this work - the AC and baserock should be commercial quality suitable to the engineer.

g) We don't want to close Pierce Lane, particularly that portion leading to the airport. We'll have to work with a minimum of one-way traffic thru the work area.

cc: Region
file

REFERRED TO
Beard, Cole, Eriksen, Yeager, Stoudenmeyer, Mann, Watson, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Bill-file copy ob

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
FEB 23 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9377

STATE OF OREGON
ROAD DESIGN

INTEROFFICE MEMO

TO: W. E. Schwartz
Region Engineer

DATE: February 13, 1981

FROM: Jack Sullivan Jack
Specifications Engineer

SUBJECT: Proposed Special Provisions for
LaGrande/Baker Hwy. at Pierce Lane Sec.
LaGrande-Baker Highway
Union County

Following is a list of items that may be included in the final specifications for the subject project. This listing is provided to inform you of proposed special provisions and questions that may need answers. Any comments, recommendations or answers to questions should be transmitted to the Specifications Unit. You will still have the same opportunity as in the past to review the final specifications.

1. Unless a borrow source is specified the earthwork will be performed on embankment in place basis. Contractor to supply borrow source

2. Asphalt paving will be commercial mix with no separate pay for asphalt. OK

3. Two way traffic will be carried through the project except during working hours when one way traffic will be permitted on highway. OK

4. What kind of closures to traffic etc. will be permitted on Pierce Lane?

5. No separate pay for tack coat. OK

Discussed with C. Bodmer & Allen Campbell - Closures during working hours OK - Should be open at night - Signing will be required -

JWD:cl

cc: C. T. Keasey
Joe Schlieski

Contains Recycled Materials
81-125-1307

SP*75683-125

Ray to see if Moore to comment. He has none. JS

93

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-6-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 84(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10018

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orjg

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-6-80	Primary 84	Primary 66

GENERAL LOCATION:

La Grande/Baker Highway at Pierce Lane Section G-P-Channel.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $5,600 - Federal Funds $4,936.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 9-23-80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-6-80	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

93.77

SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

66

DATE: June 30, 1980

PREFIX:

IDENTIFICATION

PROJECT NAME: La Grande / Baker Highway @ Pierce Lane

HIGHWAY NAME: La Grande - Baker

HIGHWAY NUMBER: 66

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	13	Union	

LENGTH: 0.1 mile

MILEPOST NUMBER: 6.9 TO 7.0

[x] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [x] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [x] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [x] GRADING [x] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Beginning at M.P. 6.9, through the intersection of Pierce Lane with the La Grande-Baker Highway, to M.P. 7.0, on the existing alignment. Raise the finish grade of the La Grande-Baker Highway approximately 3.5' at the intersection with Pierce Lane and widen the pavement to provide for left-turn movements and construct approaches north and south onto Pierce Lane.

TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1978 - 1,850	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[X]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[X]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55 MPH	AASHTO	[ ] LIGHT [X] MEDIUM [ ] HEAVY

REFERRED TO BY FINAL DESIGN ENGINEER

Beard, Stoudenmeyer, Cole, Mann, Eriksen, Watson, Hager, Dorn, Lau

Return Discuss Do File Copy Due

1 Verstoeg
2 Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUL 23 1980
ROAD DESIGN SECTION

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Action

FORM 734-1730 (12-78) Page 1

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 12'
SHOULDERS	2 - 4'	1 - 6' & 1 - 4'
MEDIANS	None	1 - 14' Left-Turn lane
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	None
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☐	☒
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type Power or telephone

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	■
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(Complete)	Complete
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1 ~~N/A~~
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	
RECOMMENDED CONSTRUCTION DATE	April 1981 (Region)	20 Nov. '80 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
see attached typical sections		

7 - TYPICAL SECTION AND LOCATION

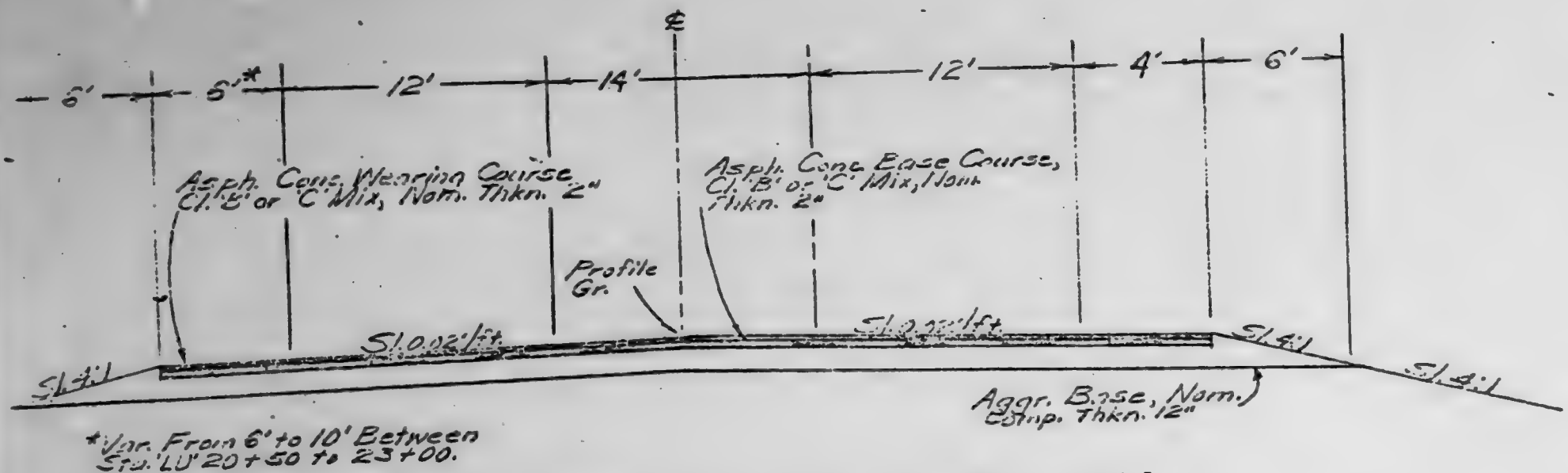
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,600	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P. 221,000		

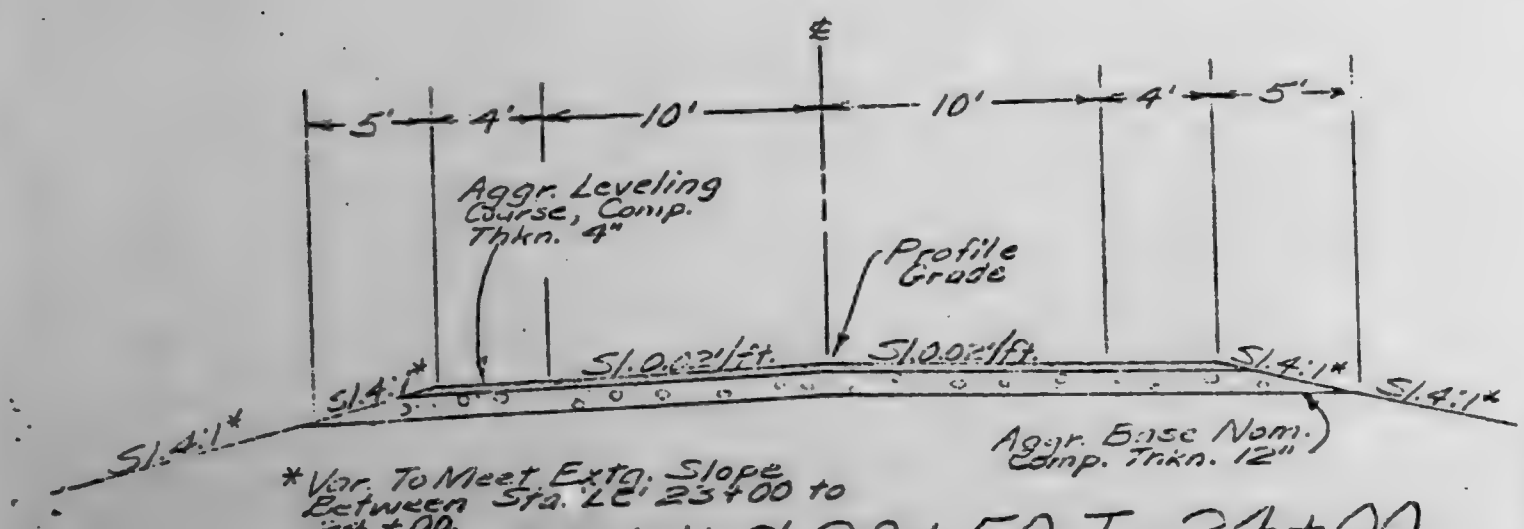
SUBMITTED BY J. A. Schlieski

GRANDE RONDE
STANLEY LN.
130
130-A
129-A
129 LN.
STARR RD.
STARR
88
WHITING-IGO RD.
3023
126
BOOTH
MT. EMILY RD.
OWSLEY CANYON RD.
HILL RD.
GLENN
HUNTER
HALLEY
McDONALD LN.
RIDGE
SAND HILL HWY.
(MATCH TO SHEET 3)
LAKE
WALLOWA
RIVER
ISLAND CITY
COVE
HWY. 1
342
237
LA GRANDE
OREGON
FOOTHILL
TRAIL
GEKELER
VALLEY
BOND
124-A
PIERCE
ANSON
27-A
116
117
125
BUSHNELL
LADD CANYON
GLASS
McALISTER
BAKER
HOT LAKE-AIRPORT RD.
203
29
(PROPOSED)



*Var. From 6' to 10' Between Sta. 'LU' 20+50 to 23+00.

STA. 'LU' 18+00 To 20+50
20+50 To 22+00 (Taper)



*Var. To Meet Exta. Slope Between Sta. 'LC' 23+00 to 24+00.

STA. 'LC' 20+50 To 24+00

UPRR X'ing @ Pierce Lane
Survey by: J.A. Schlieski

1981 N. Jefferson Int.-N. Albany 9379
Int. Sec. of the Pacific Hwy.
(Grading, Pav., Struc., Signing) #2

RR 1044 10-16-81

9379

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-82	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
PROJECT REPORT NUMBER	10-13-87	County: Linn & Marion
MODIFICATION NUMBER 6		Project Number: I-IR-5-4(87)235

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 4,524,222	$ 4,539,222	
Federal funds	$ 844,618	$ 844,618	(042)
	3,181,842	3,195,069	(044)
Other revisions			

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13TH day of OCT , 19 87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A (Rev. 7-83) Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1987

FEDERAL AID PROJECT NO. I-IR-5-4(87)235

N. JEFFERSON INTCHGE.-N. ALBANY INTCHGE. SECTION
PACIFIC HIGHWAY
MARION & LINN COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
SAFETY (STA. 515+00 TO STA. 1027+94)

Subtotal from previous estimate of February 8, 1985		$ 496,891.61
	Subtotal	$ 496,891.61
	Engineering	46,499.39
	Total	$ 543,391.00

TYPE CODE Y031
STRUCTURES
SAFETY, BR. #2505B (N.B. STA. 841+80 TO STA. 845+80)

Total as on estimate of February 8, 1985	$ 85,000.00

SAFETY, BR. #8133B (S.B. STA. 842+80 TO STA. 847+40)

Total as on estimate of February 8, 1985	$ 154,520.00

SAFETY, BR. #16562 (STA. 538+50)

Total as on estimate of February 8, 1985	$ 374,000.00

SAFETY, BR. #6706 (RRR)
OVERLAY (STA. 515+00 TO STGA. 1027+94)

Total as on estimate of October 8, 1987		$ 2,857,582.35
	Subtotal	$ 2,857,582.35
	Engineering	330,335.65
	Total	$ 3,187,918.00

STRUCTURES (RRR)
RESTORATION (BR. #2505)

Total as on estimate of February 8, 1985	$ 11,400.00

RESTORATION (BR. #8133)

Total as on estimate of February 8, 1985	$ 435,431.00

Length of Roadway ---------- 9.628 mi.
Length of Structures ---------- 0.087 mi.
TOTAL 9.715 mi.

Cost of Roadway Per Mile --------- $387,390.01

SUMMARY OF FUNDS

Description	APPN CODE	Pro-Rata	Total Cost	Federal Funds	State Funds
Safety Roadway	042	92.22%	$ 543,391.00	$ 501,115.00	$ 42,276.00
Safety-Structures	042	92.22%	374,000.00	344,902.00	29,098.00
RRR, Roadweay	044	88.18%	3,187,918.00	2,811,106.00	376,812.00
RRR, Structures	044	88.18%	435,431.00	383,963.00	51,468.00
SUBTOTAL			$4,540,740.00	$4,041,086.00	$499,654.00
Credit for Salvage, Guardrail Elements (All Required 92.22%)	042		(1,518.00)	(1,399.00)	(199.00)
TOTAL			$4,539,222.00	$4,039,687.00	$499,535.00

Sub. Job 010: 0%; Sub. Job 011: 13% (Safety); Sub. Job 020: 0%; Sub. Job 021: 87% (RRR)
Contract No. C09379
Prefix Nos. C622-1902; C622-1007
RLC:bkw

9379

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 10-12	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 9-23-86	State: OREGON
PROJECT REPORT NUMBER			County: LINN & MARION
MODIFICATION NUMBER 5			Project Number: I-IR-5-4(87)235

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,544,222	$ 4,524,222
Federal funds	$ ~~4,044,216~~ 848,783 (042)	$ 4,026,460 849,618 (042)
Other revisions	3,196,833 (044)	3,181,842 (044)

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of SEP , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 19, 1986

FEDERAL AID PROJECT NO. I-IR-5-4(87)235

N. JEFFERSON INTCHGE.-N. ALBANY INTCHGE. SECTION
PACIFIC HIGHWAY
MARION & LINN COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
SAFETY (Sta. 515+00 to Sta. 1027+94)

SUBTOTAL from previous estimate of February 8, 1985		$ 496,891.61
	SUBTOTAL	$ 496,891.61
	Engineering	46,499.39
	TOTAL	$ 543,391.00

STRUCTURES
TYPE CODE X081
SAFETY, BR. #2505B (N.B. Sta. 841+80 to Sta. 845+80)

TOTAL as on estimate of February 8, 1985	$ 85,000.00

SAFETY, BR. #8133B (S.B. Sta. 842+80 to Sta. 847+40)

TOTAL as on estimate of February 8, 1985	$ 154,520.00

SAFETY, BR. #16562 (Sta. 538+50)

TOTAL as on estimate of February 8, 1985	$ 374,000.00

TYPE CODE 6706 (RRR)
OVERLAY (Sta. 515+00 to Sta. 1027+94)

SUBTOTAL as on estimate of February 8, 1985		$2,857,582.35
	SUBTOTAL	$2,857,582.35
	Engineering	315,335.65
	TOTAL	$3,172,918.00

STRUCTURES (RRR)
RESTORATION (BR. #2505)

TOTAL as on estimate of February 8, 1985	$ 11,400.00

RESTORATION (BR. #8133)

TOTAL as on estimate of February 8, 1985	$ 435,431.00

Length of Roadway ---------- 9.628 miles
Length of Structures ---------- 0.087
TOTAL 9.715

Cost of Roadway Per Mile ---------- $329,551.10

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO-RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Safety Roadway	042	92.22%	$ 543,391	$ 501,115	$ 42,276
Safety-Structures	042	92.22%	374,000	344,902	29,098
RRR, Roadway	044	88.18%	3,172,918	2,797,879	375,039
RRR, Structures	044	88.18%	435,431	383,963	51,468
SUBTOTAL			$4,525,740	$4,027,859	$497,881
Credit for Salvage, Guardrail Elements (All Required 92.22%)			(1,518)	(1,399)	(119)
TOTAL			$4,524,222	$4,026,460	$497,762

SubJob 010: 0%; SubJob 011: 13% (Safety); SubJob 020: 0%; SubJob 021: 87% (RRR)
Contract No. C09379
Prefix No's: C622-1902; C622-1007

DDB:pf

9379

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-109+110	U.S. Department of Transportation Federal Highway Administration	State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 2-14-85	County MARION & LINN
MODIFICATION NUMBER 4		Project Number IR-I-5-4(87)235

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4 ,19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,525,383	$ 4,544,222
Federal funds	$ 4,026,071	$ 4,044,216
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of February ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BY FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 8, 1985

FEDERAL AID PROJECT NO. I-IR-5-4(87)235

N. JEFFERSON INTERCHANGE-N. ALBANY INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION & LINN COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
SAFETY (Sta. 515+00 to Sta. 1027+94)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 10.00	3,000	$30,000.00	3,554.6	$ 35,546.00
Cement in Treated Base Mixture	80.00	130	10,400.00	172.665	13,813.20
Extra for Guardrail Bridge Connections	360.00	9	3,240.00	16	5,760.00
Rail End Pieces, Type C	75.00	2	150.00	35	2,625.00
SUBTOTALS			$43,790.00		$ 57,744.20

Increase	$ 13,954.20
SUBTOTAL from Estimate of August 30, 1983	482,937.41
SUBTOTAL	$ 496,891.61
Engineering	49,499
TOTAL	$ 546,391

STRUCTURES
TYPE CODE X081
SAFETY, BR. #2505B (N.B. Sta. 841+80 to Sta. 845+80)

TOTAL as on estimate of October 26, 1981 $ 85,000.00

SAFETY, BR. #8133B (S.B. Sta. 842+80 to Sta. 847+40)

TOTAL as on estimate of April 29, 1983 $ 154,520.00

SAFETY, BR. #16562 (Sta. 538+50)

TOTAL as on estimate of April 29, 1983

SUBTOTAL STRUCTURES	$ 92,445.00
ENGINEERING	331,965.00
TOTAL STRUCTURES	42,035.00
	$ 374,000.00

TYPE CODE 6706 (RRR)
OVERLAY (Sta. 515+00 to Sta. 1027+94)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 10.00	14,000	$140,000.00	14,455	$144,550.00
SUBTOTALS			$140,000.00		$144,550.00

Increase	$ 4,550.00
SUBTOTAL from Estimate of May 11, 1984	2,853,032.35
SUBTOTAL	$2,857,582.35
Engineering	332,335.65
TOTAL	$3,189,918.00

STRUCTURES (RRR)
RESTORATION (BR. #2505)

TOTAL as on estimate of October 26, 1981

$ 11,400.00

RESTORATION (BR. #8133)

TOTAL as on estimate of October 26, 1981

SUBTOTAL STRUCTURES	$ 375,650.00
ENGINEERING	$ 387,050.00
TOTAL	48,381.00
	$ 435,431.00

Length of Roadway	9.628 mi.
Length of Structure	0.087 mi.
TOTAL	9.715 mi.

Cost of Roadway Per Mile ---------- $331,316.78

SUMMARY OF FUNDS

DESCRIPTION	PRO RATA	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Safety, Roadway	92.22%	042	$ 546,391.00	$ 503,881.00	$ 42,510.00
Safety, Structure	92.22%	042	374,000.00	344,902.00	29,098.00
RRR, Roadway	88.18%	044	3,189,918.00	2,812,869.00	377,049.00
RRR, Structure	88.18%	044	435,431.00	383,963.00	51,468.00
SUBTOTAL			$4,545,740.00	$4,045,615.00	$500,125.00
Credit for Salvage Guard Rail Elements (All Required 92.22%)			(1,518.00)	(1,399.00)	(119.00)
TOTAL			$4,544,222.00	$4,044,216.00	$500,006.00

Group 1 (Safety): 13%; Group 2 (RRR): 87%
Contract No. 9379
Prefix: 622-1902
Prefix: 622-1007

WH:pf

9379

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-117	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion & Linn
MODIFICATION NUMBER 3	5-18-84	Project Number: I-IR-5-4(87)235

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,510,783	$ 4,525,383
	834,207 (042)	834,207 (042)
Federal funds	$ 3,179,946 (044)	$ 3,191,864 (044)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holmes

For- Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 11, 1984

FEDERAL AID PROJECT NO. I-IR-5-4(87)

N. JEFFERSON INTCHGE.-N. ALBANY INTCHGE.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
SAFETY (STA. 515+00 to STA. 1027+94)

Total the same as previous estimate of August 30, 1983 — $ 532,102.00

STRUCTURES
TYPE CODE X081
SAFETY, BR. #25058 (N.B. STA. 841+80 to STA. 845+80)

Total the same as previous estimate of October 26, 1981 — $ 85,000.00

SAFETY, BR. #8133B (S.B. STA. 842+80 to STA. 847+40)

Total the same as previous estimate of April 29, 1983 — $ 154,520.00

SAFETY, BR. #16562 (STA. 538+50)

Subtotal of previous estimate of April 29, 1983 — $ 92,445.00

Subtotal Structures	$ 331,965.00
Engineering	42,035.00
Total Structures	$ 374,000.00

TYPE CODE 6706 (RRR)
Overlay (STA. 515+00 to STA. 1027+94)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Stripe Removal	$ 2.00	500	$ 1,000.00	7,800	$ 15,600.00

Increase	$ 14,600.00
Subtotal of Previous Estimate	$ 2,838,432.35
Subtotal	$ 2,853,032.35
Engineering	332,335.65
Total	$ 3,185,368.00

STRUCTURES (RRR)
RESTORATION (BR. #2505)

Total the same as previous estimate of October 26, 1981 — $ 11,400.00

Restoration (Br. #8133)

Total the same as previous estimate of October 26, 1981 — $ 375,650.00

Subtotal Structures	$ 387,050.00
Engineering	48,381.00
Total	$ 435,431.00

Length of Roadway	9.628 mi.
Length of Structure	0.087 mi.
	9.715 mi.

Cost of Roadway Per Mile — $

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Total Cost	Federal Funds	State Funds
Safety, Roadway	92.22%	042	$ 532,102.00	$ 490,704.00	$ 41,398.00
Safety, Structure	92.22%	042	374,000.00	344,902.00	29,098.00
RRR, Roadway	88.18%	044	3,185,368.00	2,807,901.00	377,467.00
RRR, Structure	88.18%	044	435,431.00	383,963.00	51,468.00
Subtotal			$4,526,901.00	$ 4,027,470.00	$ 499,431.00
Credit for Salvage Guard Rail Elements (All Required 92.22%)			(1,518.00)	(1,399.00)	(119.00)
Total			$4,525,383.00	$ 4,026,071.00	$ 499,312.00

Group 1 (Safety) 13%; Group 2 (RRR)
Contract No. 9379
Prefix: 622-1902
Prefix: 622-1007
RHZ:bkb

9379

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-28 + 29		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion & Linn
MODIFICATION NUMBER 2	9-2-83	Project Number I-IR-5-4(87)235

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,516,040	$ 4,510,783
	728,391 (042)	834,207 (042)
Federal funds	$ 3,285,762 (044)	$ 3,179,946 (044)
Other revisions		

This modification is made for the following reasons: to include increase in Interstate Funding and to include reduction in 3R Funding.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of September, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary A. Peters

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 30, 1983

FEDERAL AID PROJECT NO. I-IR-5-4(87)235

N. JEFFERSON INTERCHANGE-N. ALBANY INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION & LINN COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
SAFETY (Sta. 515+00 to Sta. 1027+94)

Subtotal of previous estimate of October 26, 1981			$368,075.61

PREVIOUS ESTIMATE

Temporary Protection and Direction of Traffic	(10%) All Required		$ 3,500.00
Temporary Concrete Barriers, Reflectorized	400 Lin. Ft.	17.35	6,940.00
Treated Base Mixture	2,400 Ton	10.25	24,600.00
Class "B" Aspahlt Concrete Mixture	840 Ton	11.10	9,324.00
Asphalt Cement in Mixture	55 Ton	165.00	9,075.00
			$ 53,439.00

REVISED ESTIMATE

Temporary Protection and Direction of Traffic	(35%) All Required		$ 12,250.00
Temporary Concrete Barriers, Reflectorized	750 Lin. Ft.	17.35	13,012.50
Treated Base Mixture	3,914 Ton	10.25	40,118.50
Class "B" Asphalt Concrete Mixture	3,498 Ton	11.10	38,827.80
Asphalt Cement in Mixture	200 Ton	165.00	33,000.00
Mobilization (PA #13)	All Required		4,000.00
Temp. Protection and Direction of Traffic (PA #13)	All Required		3,000.00
Removal of Structures & Obstructions (PA #13)	All Required		7,900.00
Concrete Shoulder Barrier (PA #13)	506 Lin. Ft.	32.00	16,192.00
			$168,300.80

Increase	114,861.80
SUBTOTAL	$482,937.41
Engineering	49,164.59
TOTAL	$532,102.00

STRUCTURES
TYPE CODE X081
SAFETY, BR. # 2505B (N.B. Sta. 841+80 to Sta. 845+80)

Total the same as previous estimate of October 26, 1981	$ 85,000.00

SAFETY, BR. # 8133B (S.B. Sta. 842+80 to Sta. 847+40)

Total the same as previous estimate April 29, 1983	$154,520.00

SAFETY, BR. # 16562 (Sta. 538+50)

Subtotal of previous estimate of April 29, 1983	$ 92,445.00
Subtotal Structures	$331,965.00
Engineering	42,035.00
TOTAL STRUCTURES	$374,000.00

TYPE CODE 6706 (RRR)
OVERLAY (Sta. 515+00 to Sta. 1027+94)

Subtotal of previous estimate of April 29, 1983	$2,958,032.75

PREVIOUS ESTIMATE

Class "B" Asphalt Conc. Mix	60,000 Ton	11.00	$ 666,000.00
Asphalt Cement in Mix	3,520 Ton	165.00	580,800.00
Plain Concrete Pavement	720 Sq. Yd.	25.00	18,000.00
			$1,264,800.00

REVISED ESTIMATE

Class "B" Asphalt Conc. Mix	55,486 Ton	11.00	$ 615,894.60
Asphalt Cement in Mix	3,122 Ton	165.00	515,130.00
Plain Conc. Pavement	567 Sq. Yd.	25.00	14,175.00
			$1,145,199.60

Decrease	$ 119,600.40
SUBTOTAL	2,838,432.35
Engineering	332,335.65
TOTAL	$3,170,768.00

STRUCTURES (RRR)
RESTORATION, BR. #2505 B (N.B. Sta. 842+80 to Sta. 845+50)

Total the same as previous estimate of October 26, 1981	$ 11,400.00

RESTORATION BR. # 8133 (S.B. 842+80 to Sta. 847+70)

Subtotal of previous estimate of October 26, 1981	$ 375,650.00
SUBTOTAL STRUCTURES	$ 387,050.00
Engineering	48,381.00
TOTAL STRUCTURES	$ 435,431.00

Length of Roadway ---------- 9.628 mi.
Length of Structure ---------- 0.087 mi.
9.715 mi.

Cost of Roadway per Mile ----- $383,139.00

SUMMARY OF FUNDS

DESCRIPTION	PRO-RATA	APPN. CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Safety, Roadway	92.22%	042	$ 532,102.00	$ 490,704.00	$ 41,398.00
Safety, Structure	92.22%	042	374,000.00	344,902.00	29,098.00
RRR, Roadway	88.18%	044	3,170,768.00	2,795,983.00	374,785.00
RRR, Structure	88.18%	044	435,431.00	383,963.00	51,468.00
TOTAL			$4,512,301.00	$4,015,552.00	$496,749.00
Credit for Salvage Guard Rail Elements (All Required 92.22%)			(1,518.00)	(1,399.00)	(119.00)
TOTAL			$4,510,783.00	$4,014,153.00	$496,630.00

Group 1 - (Safety) 13%; Group 2 (RRR) 87%
Contract No. 9379
Prefix: 622-1902
Prefix: 662-1027

RHZ:pf

9379

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 5-47 & 48		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion & Linn
MODIFICATION NUMBER: 1	5-5-83	Project Number: I-IR-5-4(87)235

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 4, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,019,309.00	$ 4,516,040.00
Federal funds	$ 3,568,032.00	$ 4,014,153.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 29, 1983

Federal-Aid Project
No. I-IR-5-4(87)235

N. Jefferson Interchange - N. Albany Interchange Section
Pacific Highway
Marion & Linn Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Safety (Sta. 515+00 to Sta. 1027+94)

Subtotal of previous estimate of October 26, 1981			$ 274,266.05
Previous Estimate			
General Excavation	1,410 Cu. Yd.	10.00	$ 14,100.00
Delineators, Type 2	150 Each	18.00	2,700.00
			$ 16,800.00
Revised Estimate			
General Excavation	3,000 Cu. Yd.	10.00	$ 30,000.00
Delineators, Type 2	661 Each	18.00	11,898.00
G-2 MA Inlet (P.A. #2)		All Required	1,825.00
Guard Rail Anchors, Type 1 (P.A. #8)	4 Each	425.00	1,700.00
Guard Rail Type 2A (P.A. #13)	3,362 Lin. Ft.	11.00	36,987.00
Guard Rail Type 3 (P.A. #13)	350 Lin. Ft.	32.00	11,200.00
Embankment in Place (P.A. #13)	800 Cu. Yd.	15.00	12,000.00
Const. Aggr. Base & Pv't. (E.W.O. #8)		All Required	10,000.00
Move Temp. Signs (E.W.O. #4)		All Required	2,596.53
Remove Pipe: Haul Material		All Required	$ 4,403.03
			$ 110,609.56
		Increase	$ 93,809.56
		Subtotal	$ 368,075.61
		Engineering	49,283.39
		Total	$ 417,359.00

Structures
Type Code X081
Safety Br. #2505B (N.B. Sta. 841+80 to Sta. 845+80)

Total the same as previous estimate of October 26, 1981 $ 85,000.00

Safety Br. #8133B (S.B. Sta. 842+80 to Sta. 847+40)

Total of previous estimate of October 26, 1981		$ 107,720.00

Additional Items

Acceleration "A" (P.A. #12)	All Required	$ 1,200.00
Acceleration "B" (P.A. #12)	All Required	900.00
Acceleration "C" (P.A. #12)	All Required	600.00
Bonus Payment, Early Completion of Bridge (P.A. #12)	All Required	6,600.00
Repair Bridge Deck (S.F.O. #5)	All Required	2,500.00
Slab Stabilization, Remove & Replace (E.W.O. #2)	All Required	35,000.00
	Increase	$ 46,800.00
	Total	$ 154,520.00

Safety, Br. #16562 (Sta. 538+50)

Total the same as previous estimate of October 26, 1981		$ 92,445.00
	Subtotal	331,965.00
	Engineering	42,035.00
	Total	$ 374,000.00

Type Code 6706 (RRR)
Overlay (Sta. 515+00 to Sta. 1027+94)

Subtotal of previous estimate of October 26, 1981		$ 2,661,882.50

Previous Estimate

Temporary Signs	1,213 Sq. Ft.	3.50	$ 4,245.50
Temp. Cont. Rail Traffic Barrier, Lighted	288 Lin. Ft.	12.00	3,456.00
Temporary Striping	36,000 Lin. Ft.	0.15	5,400.00
Cold Plane Pavement Removal	89,200 Sq. Ft.	3.00	267,600.00
General Excavation	6,590 Cu. Yd.	10.00	65,900.00
Treated Base Mixture	11,400 Ton	10.25	116,850.00
Cement in Treated Base Mix	628 Ton	80.00	50,240.00
Class "B" Asphalt Conc. Mix	54,160 Ton	11.10	601,176.00
Asphalt in Tack Coat	99 Ton	200.00	19,800.00
Asphalt-Rubber Chips	159,000 Sq. Yd.	1.70	270,300.00
Adjust Guard Rail	2,588 Lin. Ft.	3.25	8,411.00
			$ 1,413,378.50

Revised Estimate

Temporary Signs	2,247 Sq. Ft.	3.50	$ 7,864.50
Temp. Cont. Rail Traffic Barrier, Lighted	1,440 Lin. Ft.	12.00	17,280.00
Temporary Striping	135,000 Lin. Ft.	0.15	20,250.00
Cold Plane Pavement Removal	99,580 Sq. Ft.	3.00	298,740.00
General Excavation	14,000 Cu. Yd.	10.00	140,000.00
Treated Base Mixture	17,023 Ton	10.25	174,485.75
Cement in Treated Base Mixture	775 Ton	80.00	62,000.00
Class "B" Asph. Conc. Mix	60,000 Ton	11.10	666,000.00
Asphalt in Tack Coat	125 Ton	200.00	25,000.00
Asphalt-Rubber Chips	166,710 Ton	1.70	283,407.00
Adjust Guard Rail	4,462 Lin. Ft.	3.25	14,501.50
			$ 1,709,528.75

Increase	$ 296,150.25
Subtotal	2,958,032.75
Engineering	332,735.25
Total	$ 3,290,768.00

Structures (RRR)
Restoration, Br. #2505B (N.B. Sta. 842+80 to Sta. 845+80) $ 11,400.00
Total the same as previous estimate of October 26, 1981

Restoration, Br. #8133B (SB. Sta. 842+80 to Sta. 847+40) $ 435,431.00
Total the same as previous estimate of October 26, 1971

Length of Roadway ---------- 9.628 mi.
Length of Structure ---------- 0.087 mi.
Total 9.715 mi.

Cost of Roadway Per Mile ---------$385,139.90

SUMMARY OF FUNDS

Description	Pro-rata	APPN Code	Total Cost	Federal Funds	State Funds
Safety, Roadway	92.22%	042	$ 417,359.00	$ 384,888.00	$ 32,471.00
Safety, Structure	92.22%	042	374,000.00	344,902.00	29,098.00
RRR, Roadway	88.18%	044	3,290,768.00	2,901,799.00	388,969.00
RRR, Structure	88.18%	044	435,431.00	383,963.00	51,468.00
Subtotal			$ 4,517,558.00	$ 4,015,552.00	$ 502,006.00
Credit for Salvage Guard Rail			(1,518.00)	(1,399.00)	(119.00)
Elements (All Required 92.22%)					
Total			$ 4,516,040.00	$ 4,014,153.00	$ 501,887.00

Group 1 (Safety) 13%; Group 2 (RRR) 87%
Contract No. 9379
Prefix: 622-1902
Prefix: 622-1027

9379

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE STATE COPY
11-70 & 11-71	FEDERAL-AID PROJECT AGREEMENT 11-4-81	COUNTY Oregon Marion & Linn
		PROJECT NO. I-IR-5-4(87)235

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Jefferson Interchange - N. Albany Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-9-81	9.715
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA % FEDERAL FUNDS
$ 4,019,309.00	580,394.00 (042) $ 3,023,218.00 (044)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 4 19..

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 26, 1981

Federal Aid Project
No. I-IR-5-4(87)235

N. Jefferson Interchange-N. Albany Interchange Section
Pacific Highway
Marion and Linn Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Safety (Sta. 515+00 to Sta. 1027+94)

Mobilization	(20 %)		All Required	$ 38,197.80
Temporary Protection and Direction of Traffic	(10 %)		All Required	3,500.00
Temporary Signs	74	Sq. Ft.	3.50	259.00
Temporary Barricades	4	Each	40.00	160.00
Temporary Concrete Barriers, Reflectorized	400	Lin. Ft.	17.35	6,940.00
Temporary Illumination	(27 %)		All Required	9,348.75
Flagmen	400	Hour	16.00	6,400.00
Removal of Structures and Obstructions	(7 %)		All Required	840.00
General Excavation	1,410	Cu. Yd.	10.00	14,100.00
Trench Excavation	83	Cu. Yd.	7.50	622.50
Aggregate Shoulders	(77 %)		All Required	2,100.00
Treated Base Mixture	2,400	Ton	10.25	24,600.00
Cement in Treated Base Mixture	130	Ton	80.00	10,400.00
Class "B" Asphalt Concrete Mixture	840	Ton	11.10	9,324.00
Asphalt Cement in Mixture	55	Ton	165.00	9,075.00
Asphalt in Tack Coat	1	Ton	200.00	200.00
18-in. Culvert Pipe	160	Lin. Ft.	18.50	2,960.00
Guard Rail Elements	3,500	Lin. Ft.	4.40	15,400.00
Guard Rail Anchors, Type 2	4	Each	325.00	1,300.00
Extra for Guard Rail Bridge Connections	9	Each	360.00	3,240.00
Rail End Pieces, Type B	2	Each	60.00	120.00
Rail End Pieces, Type C	2	Each	75.00	150.00
Delineators, Type 2	150	Each	18.00	2,700.00
Delineators, Type 3	200	Each	19.00	3,800.00
Delineators, Type 4	50	Each	10.00	500.00
Removal of Existing Sign Installation			All Required	6,000.00
Wood Sign Posts			All Required	8,400.00
Sign Support Footings			All Required	1,000.00

Breakaway Sign Posts		All Required	750.00
Single Post Slip Base		All Required	400.00
Sign Supports		All Required	6,000.00
Exit Number Sign Supports	3,066 Sq. Ft.	18.00	55,188.00
Type "A" Signs in Place	233 Sq. Ft.	8.00	1,864.00
Type "C" and "D" Signs in Place	58 Sq. Ft.	10.00	580.00
Type "G", "H", "EE" and "EEE" Signs in Place		All Required	3,000.00
Move, Modify and Reinstall Existing Signs	2 Each	300.00	600.00
Thermoplastic Pavement Arrow			$ 257,034.05

Anticipated Items

Railroad Protective Cost		All Required	$ 14,832.00
Roadside Seeding & Mulching		All Required	1,000.00
Asphalt Cement Adjustment		All Required	1,400.00
			$ 17,232.00
		SUBTOTAL	$ 274,266.05
		Engineering	34,283.95
		TOTAL	$ 308,550.00

Structures
Type Code X081
Safety, Br. #2505B (N.B. Sta. 841+80 to Sta. 845+80)

Alteration to Existing Structure		All Required	$ 85,000.00
			$ 85,000.00

Safety, Br. #8133B (S.B. Sta. 842+80 to Sta. 847+40)

Bridge Removal and Temporary Supports	(27 %)	All Required	$ 58,050.00
Structural Concrete, Class 3300 (105 C.Y.)		All Required	30,000.00
Reinforcement (7,680 lbs.)	(6 %)	All Required	2,700.00
Coated Reinforcement (4,620 lbs.)	(6 %)	All Required	3,600.00
Reinforced Concrete Bridge End Panels	191 Sq. Yd.	70.00	13,370.00
			$ 107,720.00

Safety, Br. #16562 (Sta. 538+50)			
Alterations to Existing Structure		All Required	20,000.00
Structure Excavation	30 Cu. Yd.	5.00	150.00
Structure Concrete, Class 3300 (85 C.Y.)		All Required	30,000.00
Reinforcement (18,300 lbs.)		All Required	8,000.00
			$ 58,150.00
		SUBTOTAL	$ 250,870.00
Anticipated Items			
Other Railroad Costs		All Required	$ 34,295.00
		SUBTOTAL	$ 285,165.00
		Engineering	35,645.00
		TOTAL	$ 320,810.00
Type Code 6706 (RRR) Overlay (Sta. 515+00 to Sta. 1027+94)			
Mobilization	(80 %)	All Required	$ 152,791.20
Temporary Protection and Direction of Traffic	(90 %)	All Required	31,500.00
Temporary Signs	1,213 Sq. Ft.	3.50	4,245.50
Temporary Barricades	17 Each	40.00	680.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	25 Lin. Ft.	4.00	100.00
Temporary Continuous Rail Traffic Barriers, Lighted	288 Lin. Ft.	12.00	3,456.00
Temporary Concrete Barriers Reflectorized	1,063 Lin. Ft.	17.35	18,443.05
Moving Temporary Concrete Barriers	8,725 Lin. Ft.	0.50	4,362.50
Temporary Plastic Safety Markers	16 Each	40.00	640.00
Oversized Advanced Construction Signs	2 Each	2,300.00	4,600.00
Sequential Arrow Signs	4 Each	2,200.00	8,800.00
Temporary Illumination	(73 %)	All Required	25,276.25
Flagmen	3,600 Hour	16.00	57,600.00
Temporary Striping	36,000 Lin. Ft.	0.15	5,400.00
Strip Removal	500 Lin. Ft.	2.00	1,000.00
Removal of Structures and Obstructions	(93 %)	All Required	11,160.00
Cold Plane Pavement Removal	89,200 Sq. Yd.	3.00	267,600.00
General Excavation	6,590 Cu. Yd.	10.00	65,900.00
Aggregate Shoulders	(93 %)		27,900.00
Treated Base Mixture	11,400 Ton	10.25	116,850.00

Stripe Removal	500 Lin. Ft.	2.00	1,000.00
Removal of Structures and Obstructions	(93 %)	All Required	11,160.00
Cold Plane Pavement Removal	89,200 Sq. Yd.	3.00	267,600.00
General Excavation	6,590 Cu. Yd.	10.00	65,900.00
Aggregate Shoulders	(93 %)	All Required	27,900.00
Treated Base Mixture	11,400 Ton	10.25	116,850.00
Cement in Treated Base Mixture	628 Ton	80.00	50,240.00
Class "B" Asphalt Concrete Mixture	54,160 Ton	11.10	601,176.00
Asphalt Cement in Mixture	3,520 Ton	165.00	580,800.00
Asphalt in Tack Coat	99 Ton	200.00	19,800.00
Asphalt-Rubber Chip Seal	159,000 Sq. Yd.	1.70	270,300.00
Plain Concrete Pavement	720 Sq. Yd.	25.00	18,000.00
3-inch Polyethylene Drain Pipe	35,860 Lin. Ft.	2.25	80,685.00
Concrete Backfill	500 Cu. Yd.	72.50	36,250.00
Gravel in Drains	1,036 Cu. Yd.	8.00	8,288.00
Protection Blocks	83 Each	20.00	1,660.00
Adjust Guard Rail	2,588 Lin. Ft.	3.25	8,411.00
			$2,483,914.50

Anticipated Items

Railroad Protective Costs			$ 5,768.00
Permanent Pavement Striping and Markings		All Required	25,000.00
Temporary Pavement Striping (Detour Traffic Markers)		All Required	5,400.00
Asphalt Cement Adjustment		All Required	138,600.00
On-the-Job Trainees (4 @ $800)		All Required	3,200.00
			$ 177,968.00
		SUBTOTAL	$2,661,882.50
		Engineering	332,735.50
		TOTAL	$2,994,618.00

Structures (RRR)

Restoration, Br. #2505B (N.B. Sta. 842+80 to Sta. 845+80)

Concrete Dams	114 Lin. Ft.	100.00	$ 11,400.00

Restoration, Br. #8133B (S.B. Sta. 842+80 to Sta. 847+40)

Bridge Removal and Temporary Supports	(73 %)	All Required	$ 156,950.00
Structural Concrete, Class 4500 (530 C.Y.)		All Required	120,000.00
Reinforcement (120,320 lbs.)	(94 %)	All Required	42,300.00
Coated Reinforcement (72,380 lbs)	(94 %)	All Required	56,400.00
			$ 375,650.00
		SUBTOTAL	$ 387,050.00
		Engineering	48,381.00
		TOTAL	$ 435,431.00

Length of Roadway ----------	9.628 miles
Length of Structure ----------	0.087 miles
TOTAL	9.715 miles

Cost of Roadway Per Mile -------$311,032.19

Work Retained in Program Status
(not included in amounts below)

Cleaning Bearing Seat Area	All Required	$ 10,000.00
Repair Beam Cracks & Spalling	All Required	10,000.00
Clean, Repair and Seal Cracks	All Required	8,000.00
Slab Stabilization	All Required	30,000.00
Slab Removal & Replacement	All Required	5,000.00
Cold Planer Teeth	All Required	15,000.00
	TOTAL	$ 78,000.00

SUMMARY OF FUNDS

Description		Appn Code	Total Cost	Federal Funds	State Funds
Safety, Roadway	92.22%	042	$ 308,550.00	$ 284,544.00	$ 24,006.00
Safety, Structure	92.22%	042	320,810.00	295,850.00	24,960.00
RRR, Roadway	88.18%	044	2,994,618.00	2,640,654.00	353,964.00
RRR, Structure	88.18%	044	435,431.00	383,963.00	51,468.00
SUBTOTAL G-1		042	$ 629,360.00	$ 580,394.00	$ 48,966.00
SUBTOTAL G-2		044	3,430,049.00	3,024,617.00	405,432.00
SUBTOTAL			$4,020,827.00	$3,569,431.00	$451,396.00
Credit for Salvage Guard Rail Elements (All Required (92.22%)			(1,518.00)	(1,399.00)	(119.00)
TOTAL			$4,019,309.00	$3,568,032.00	$451,277.00

Group 1 (Safety) 13%; Group 2 (RRR) 87%
Contract No. 9379
Prefix: 622-1902 (PE)
Prefix: 622-1007 (Constr.)

Oregon State Highway Division
Salem, Oregon October 26, 1981

Federal Aid Project
No. I-IR-5-4(87)235

N. Jefferson Intchge.-N. Albany Intchge.
Non Participating Items

State Responsibility for Damages — All Required $ 1,500.00

9379 jc cc: OSHD (L. W. Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion/Linn	Oregon
DATE OF REPORT	**REPORT MADE BY** 3-24-86		**PROJECT NO.**
March 24, 1986	W. H. Kappus, Area Engineer		IR-I-5-4(87)235
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
August 13, 1983	June 3, 1985	95 %	500 C. W. D.

LOCATION SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. JEFFERSON INTERCHANGE - N. ALBANY INTERCHANGE
PACIFIC HIGHWAY (I-5 NB)
Grading, paving, structures & signing

This project provided for the removal by cold planing of 3 1/2 inches of AC, the placement of an asphalt-rubber chip seal over the exposed PCC pavement, and an AC overlay on the NB lanes. Also included was a deck replacement on the SB South Jefferson interchange structure, numerous deck seals, installation of longitudinal pavement drains, ramp reconstruction, and guardrail upgrading.

The contract work was awarded to J. C. Compton Co. on October 14, 1981. Work started on December 15, 1981 and was completed on August 13, 1983. There were no major overruns or underruns, and no contract claims.

Final inspection of the completed project was made August 19, 1983.

- WHK -

RECEIVED
STATE HWY ENGR
MAR 28 '86
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ 3/31

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE	
TITLE	DATE		TITLE	DATE
Area Engineer	MAR 25 1986		Field Operations Engineer	3/26/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9379 6-4-85

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 20 '85
REFER TO
FC.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. Contract No. 9806	Meacham O'Xing (UPRR & Meacham Cr.) Umatilla County	5/09/85
Morse Bros., Inc. Contract No. 9765	District 12 Rock Production Grant, Morrow & Umatilla Counties	5/09/85
L T Contractors, Inc. Contract No. 9608	Salmon Creek-Salt Creek Lane County	5/09/85
Douglas S. Coats, Inc. Contract No. 9835	West Branch Br.Cr. (Acc.Rd. Rt.) Br. Wheeler County	5/10/85
Aubrey Mountain Const. Co. Contract No. 9845	Lousignont Creek Bridge Washington County	5/15/85
Ball, Ball & Brosamer Contract No. 9443	Col. River Br.-SE Powell Blvd. Multnomah County	5/24/85
Kniesteadt & Sons. Contract No. 9759	Salem Ditch (Stayton) Br. Marion County	5/24/85
Cascade Construction Co. Contract No. 9789	NE 50th Ave.-E. Portland Fwy. (Ptld.) Multnoman County	5/29/85
Rogue River Paving Co., Inc. Contract No. 9840	Sardine Cr. Rd.-7th St. W. (Gold Hill) Jackson County	5/29/85
J. C. Compton Co. Contract No. 9379	N. Jefferson Intch.-N. Albany Intch. Marion & Linn Counties	6/03/85
Tru-Mix Construction Co. Contract No. 9732	Crater Lake Hwy. @ Sams Valley Hwy. Jackson County	6/04/85
Foley Roads, Inc.-V & K Logging Co., Inc. J.V. Contract No. 9925	Hole in the Wall Slide Baker County	6/05/85

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$ 27,927,534.78	$ 217,344,492.15
Anticipated Costs	$ 28,374,266.36	$ 221,646,898.47
% Overrun (Underrun)	+1.6%	+1.98%

June 4, 1985

for W. E. Schwartz, P.E.
Asst. State Highway Engineer

CPC/FL6/MAY

9379

June 6, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9379

Gentlemen or Ladies:

Contract No. 9379 awarded to J. C. Compton Company for work on the N. Jefferson Interchange-N. Albany Interchange Section of the Pacific Highway in Marion and Linn Counties was completed on November 28, 1984, and accepted by the State Highway Division on June 3, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 11, 1985.

You have been previously notified of claims filed against the performance bond on this contract some of which have been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: J. C. Compton Company
PO Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Bill Anhorn

9379

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. JEFFERSON INTCH.-N. ALBANY INTCH.		WEEK ENDING: December 1, 1984
		SECTION PREFIX: 622-1007
HIGHWAY: Pacific		COUNTY: Marion/Linn
NAME OF JOB: N. Jefferson Intch.-N. Albany Int.	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 9379	FEDERAL AID PROJECT NUMBER: IR-I-5-4(87)235
DATE OF CONTRACT: October 14, 1981	DATE WORK STARTED: December 15, 1981	ESTIMATED COMPLETION DATE: August 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: work 500	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED: /work 475
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 95
PROJECT AUTHORIZATION: $ 4,570,828.49		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 4,233,560.42	ENGINEERING AUTHORIZATION: $ 337,268.07	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,157,533	ENGINEERING COST TO DATE: $ 299,300	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: UNDERRUN 1.8 %	PERCENT OF AUTHORIZATION 89 %	DATE PROJECT WAS COMPLETED: August 13, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Cm.Tr.Base	
100	100	100	100	100	100	100	

	GRADING	SURFACING	Chip Seal	Cm.Tr.Base	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,000 cy		159,000 sy	13,600 T	55,000 T
TOTAL QUANTITIES CORRECTED TO DATE	18,213 cy		166,710 sy	21,187 T	63,005 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,213 cy		166,710 sy	21,187 T	63,005 T
AVERAGE DAILY QUANTITIES	0		0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0		0	0	0
NUMBER OF SHIFTS PER DAY	0		0	0	0
HOURS PER SHIFT	0		0	0	0

EQUIPMENT USED DURING THE WEEK:

FINAL REPORT.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8133B	16562	2505B					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25		475		
MONDAY 26				
TUESDAY 27				
WEDNESDAY 28				
THURSDAY 29				
FRIDAY 30				
SATURDAY 1				

RECEIVED
DEC 4 1984
CONSTRUCTION SECTION

CE CAE LS TC
COE CM SA CC
CA FE
CAM MA
CP QCS
EEO FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending 12-1-84.

REMARKS

Project Manager's crew: 2

All remaining data received and transmitted to Region 2 Office on November 30, 1984. Third notification submitted 11-28-84.

FINAL REPORT.

DISTRIBUTION: Construction (orig. + 2); Region (1)
File (1)

SIGNED Kenneth D. Karnosh LOCATION Salem

Kenneth D. Karnosh, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9379

September 24, 1984

Kobin & Meyer, P. C.
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, OR 97205

COM 4
#9379

Attention: Susan G. Whitney

Gentlemen or Ladies:

This is in response to your letter of September 18, 1984, requesting information on the acceptance of Contract No. 9379 with J. C. Compton Company for work on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

We are referring your letter to our Construction Office as they receive the information from the Project Manager concerning the progress of the contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FNK:slp
bc: C. O. Fredrickson

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

September 18, 1984

Mr. Robert Gormson
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: OSHD Contract No. 9379 - North Jefferson Interchange to North Albany Interchange Section, Pacific Highway

Dear Sir:

In response to our previous inquiry, you informed us that the above referenced contract work has not yet been accepted by the State, although substantial completion occurred on August 13, 1983.

Is there any particular reason for such a delay in accepting this project? On behalf of the bonding company, I would appreciate any information you could give me in this regard.

Very truly yours,

KOBIN & MEYER, P.C.

Susan G. Whitney

Susan G. Whitney

RECEIVED
SEP 20 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379 CL84-163

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 30 1984
NORMA PAULUS
SECRETARY OF STATE

August 27, 1984

R. E. Smith Company
PO Box 473
Vashon, WA 98070

CON55
#9379

Attention: R. E. Smith
President

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated August 17, 1984, concerning the following Highway Division contract:

FILED BY:	R. E. Smith Co., Inc.
AMOUNT:	$88,143.61
FOR:	Labor and material
AGAINST (Prime contractor)	J. C. Compton Company
SUBCONTRACTOR:	Garland Pacific Construction Company
CONTRACT NO.:	9379
PROJECT:	N. Jefferson Interchange-N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

...ED ON Cmac
9-4-84 kjm

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: J. C. Compton Company
PO Box 768
McMinnville, OR 97128

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SMITH COMPANY

P.O. Box 473, Vashon, WA 98070

Phone 206-463-9227

NOTICE OF CLAIM

(Oregon Public Works)

TO: OREGON DEPARTMENT OF TRANSPORTATION
Attention: Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, R. E. Smith Co., Inc., has a claim in the amount of Eight-Eight Thousand One Hundred Forty-Three Dollars and Sixty-One Cents ($88,143.61), through July 31, 1984 against the bond posted by J. C. COMPTON, P.O. Box 86, McMinnville, Oregon 97128, as principal, and RELIANCE UNITED PACIFIC SURETY MANAGERS, as surety, for FABRICATED REINFORCING STEEL, MESH AND CADWELDS AS PER PLANS AND SPECIFICATIONS, FURNISHED AND INSTALLED for the work of the OREGON DEPARTMENT OF TRANSPORTATION CONTRACT #9374? NORTH JEFFERSON INTERCHANGE, NORTH ALBANY INTERCHANGE, SECTION OF THE PACIFIC HIGHWAY, MARION AND LINN COUNTIES, OREGON, and against any amount yet unpaid to the above contractor by reason of his contract with said public body for the above described labor, services and/or materials.

Dated this 17th day of August, 1984.

R. E. Smith Co., Inc.
P.O. Box 473
Vashon Island, WA 98070

R. E. Smith
President

CERTIFIED
P 714 010 509
MAIL

RECEIVED
AUG 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R. E. SMITH CO., INC.

P.O. Box 473
Vashon Island, WA 98070
Phone 206-463-9227
Seattle 206-821-1532

RECEIVED
APR 9 1983
OREGON DEPT. OF TRANSPORTATION

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF WASHINGTON)
) ss.
King County)

TO: J. C. COMPTON
P.O. Box 86
McMinnville, OR 97128

YOU ARE HEREBY NOTIFIED That the undersigned, R. E. Smith Co., Inc., has a claim in the sum of Eighty-Eight Thousand One Hundred Forty-Three Dollars and Sixty-One Cents ($88,143.61) due against the bond taken from J. C. Compton, as principal, and Reliance United Pacific Surety Managers, as surety, for the work or labor and materials performed or furnished by me on Oregon Department of Transportation Contract #9374, North Jefferson Interchange, North Albany Interchange, Section of the Pacific Highway, Marion and Linn Counties, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Fabricated Reinforcing Steel, Mesh and Cadwelds
Furnished and Installed

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

OSHD Contract No. 9374
North Jefferson, North Albany Interchanges
Section of the Pacific Highway
Marion and Linn Counties, Oregon

That said materials and/or labor were furnished to and received by Garland Pacific Construction Company with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on or about the 10th day of March, 1983, which labor was performed and/or materials were furnished as follows:

Placing Fabricated Reinforcing Steel

COPY

R. E. SMITH CO., INC.

P.O. Box 473
Vashon Island, WA 98070
Phone 206-463-9227
Seattle 206-821-1532

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 276.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 17th day of August, 1984.

R. E. SMITH CO., INC.
P.O. Box 473
Vashon Island, WA 98070

R. E. Smith
President

RECEIVED
AUG 1984
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

COPY

9379

August 27, 1984

Kobin & Mayer
Attorneys at Law
610 SW Alder Street, Suite 800
Portland, OR 97205

COM 5
#9379

Attention: Daniel J. Seifer

Gentlemen or Ladies:

In response to your letter of August 21, 1984, Contract No. 9379 awarded to J. C. Compton Company for work on the N. Jefferson Interchange-N. Albany Interchange Section of the Pacific Highway has not been accepted by the State. It was substantially completed on August 13, 1983.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

August 21, 1984

Mr. Robert W. Gormsen
Commission Services
Dept. of Transportation
Transportation Bldg.
Salem, Oregon 97310

Re: OSHD Contract No. 9379 - North Jefferson Interchange to North Albany Interchange Section, Pacific Highway

Dear Sir:

Could you please advise the undersigned of the date of acceptance of the above referenced contract, by the affirmative action of the Oregon Transportation Commission?

Thank you for your cooperation and assistance.

Very truly yours,

KOBIN & MEYER, P.C.

Daniel J. Seifer

RECEIVED
AUG 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

BOND NO. 034 45 92

May 7, 1984

State of Oregon
Department of Transportation
885 Airport Road Building #35
Salem, OR 97310

RE: OSHD Contract 9379
P. A. Project No. IR-I-5-4(87)235
Project: N. Jefferson I/C-N. Albany I/C
Highway: Pacific
County: Marion-Linn
Contractor: J. C. Compton Company

Gentlemen:

In respect to our interest as Surety you are hereby authorized to release to J. C. Compton Company all or part of such retainage which you are holding and is due them on Contract 9379.

Thank you.

Sincerely,

UNITED PACIFIC INSURANCE COMPANY

Tomi Lou Smith, Attorney-in-Fact

CC: Department of Transportation
121 Transportation Building
Salem, OR 97310

Alan Kay
J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

RECEIVED
MAY - 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Peterson

BDU-1420 ED. 7-71

9379

F

CROTHERS & CRANDALL
ATTORNEYS AT LAW

WILLIAM C. CROTHERS, JR., P.C.
DALE L. CRANDALL, P.C.

KATHLEEN A. EVANS

February 27, 1984

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue, So., #C-3000
Federal Way, WA 98003

Attn: Dick Laursen

Re: Contract #9379:
Our Client: Dale Clarambeau
Our file C4631-1

Gentlemen:

This office represents Dale Clarambeau who was a subcontractor of Bogart Construction Co. on the above referenced contract, under which J. C. Compton Company was the prime contractor.

Of the original amount of $3,600 owed to Mr. Clarambeau, J. C. Compton Company has only paid $100 to date, leaving a total of $3,500 owing to Mr. Clarambeau.

Since Mr. Clarambeau has completed all work called for in the contract, and since J. C. Compton has failed to pay the amount due and owing in accordance with the agreement of the parties, we demand that you, as bonding agent for J. C. Compton, pay the $3,500 owing Mr. Clarambeau.

If the $3,500 is not paid to Mr. Clarambeau within 10 days, we will have no choice but to initiate legal proceedings.

Very truly yours,

William C. Crothers, Jr.

WCC:js
Enclosures
cc: Dale Clarambeau

J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

lb/ClarambBX

RECEIVED
FEB 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Claim filed 1-6-84
by attchp in amt of $3,500
no response rec'd fm-

960 BROADWAY STREET N.E. SUITE 6 SALEM, OREGON 97301 (503) 378-0225

35176

J. C. COMPTON COMPANY • McMINNVILLE, OREGON 97128

DATE	INVOICE NO.	DESCRIPTION	INVOICE AMOUNT	DEDUCTION	BALANCE
10/28/83		Perdirections from bonding company			
		Payment on Smith Attorney. $100.00			
		Ck # 35176 -			
		Received Nov. 5. 1983 -			

CHECK DATE		CHECK NUMBER		TOTALS		

PLEASE DETACH THIS PORTION AND RETAIN FOR YOUR RECORDS.

RECEIVED
NOV 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Law Clean...
[illegible] Ave. S.E.
Salem, Oregon 97301
Phone 378-[illegible]

0098

DATE 7-1-82

Sold To Bryant Lumber Co
[illegible]
Diamond, Oregon 97889

CUSTOMER'S ORDER

SALESMAN

TERMS

F.O.B.

SHIPPED VIA

Shipped To

	Shipping Manifest Envelopes				
June	Mailed to Salem Mail Handling Service			3600	ea
	Year end 82				

Redi-form
7S 725
Poly Pak (50 sets) 7P725

RECEIVED
FEB 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379

I-5

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

Ventzeg ✓
Anderson ✓
Adams ✓
Maxwell
Stoudenmayer
Turpin
Trout
Wheeler

RECEIVED
FEB 18 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

February 13, 1984

Oregon Dept. of Transportation
200 Transportation Bldg.
Salem, OR 97310

Attn: Mr. Don Adams, Final Design Engineer

Subject: Plastic Guide Posts, I-5 N. Jefferson Interchange
N. Albany Interchange

Dear Mr. Adams:

Wednesday, February 8, Tom McGowen, of Carsonite International, and I met with Dan Olsen, of Oregon Dept. of Transportation, at the subject job site to inspect the posts and address problems that were called to our attention.

The diference in color on the yellow post was obvious. Inspection of the posts showed that the lighter yellow pigmented posts were manufactured in 1980. Carsonite, subsequently, has added a different type pigmentation for improved U.V. resistance to acheive a more stable color. Part of the posts on this job were manufactured in 1982; hence, the darker yellow color. Although, some fading will occur, we feel the color will always be discernable.

A few installations were slightly twisted. In some soils with a lot of rock present, it is difficult to drive a post straight and at the correct angle, whether the post is steel or plastic. We really have no solution for this problem other than to pull the post and drive it in a slightly different location.

Carsonite places installation instructions in every box of posts and recommends that posts be driven in the ground no less than eighteen inches. This will eliminate the posts coming out of the ground in almost all circumstances. In loose soils and/or gravel shoulders, a recently developed Carsonite anchor can be employed to further stabilize the post and prevent its removal.

The bases of the round "Safe Hit" posts are rusting and specifications should be changed to require the bases to be galvanized.

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

Ultraviolet rays of the sun do affect the properties of the round post and that may affect the recovery of these posts after a vehicular impact in warm weather and cause the posts to crack in colder weather.

We wish to thank Dan Olsen for the time he spent with us and hope that the foregoing will clear up the problems the Highway Division has encountered. Please contact us if you have additional questions.

Sincerely,

TRAFFIC SAFETY SUPPLY CO.

Charles K. Dawson

Charles K. Dawson
President

CD:nh

CC: Dan Bedford - Oregon Dept. of Transportation
Ken Karnosh - Oregon Dept. of Transportation
Tom McGowan - Carsonite International

Note: Charlie Dawson called 2-1-84, Carsonite rep. to go over job, referred him to Ken Karnosh, Dick Nelson's replacement.

and the possible traffic damage. The seal was tight and the danger of flying rocks under the weather conditions we had was probably minor. We experienced some pickup on the haul vehicles on hot days, if they stopped for more than a few minutes. I would recommend the specification as is. Sahuaro Petroleum and Asphalt Co. laid the chip seal. They are well equipped and provided a very good product. Attachment "D" is their evaluation and recommendations for this project.

RECYCLE

The contract allowed the use of the cold plane material in the A.C., the treated base or in the shoulders, whichever the contractor found most economical. He did try to experiment with the material in the A.C., but was unable to produce a satisfactory product within pollution controls and decided to use the material in the shoulders. The contractor said that under current conditions, even if he had been successful in recycling, that he would not have realized more profit, even with being paid for the old asphalt. They only tried the experiment in anticipation of being forced to recycle in the future and that costs changes in the future could change the economic advantage of recycling. We did discuss the possibility of cold mix recycling in place. This process is very economical and I would recommend that we try a project with recycle in place.

TRAFFIC DELINEATORS

This project provided for the flexible delineators. These delineators have several deficiencies:

1. The "yellow" color fades to almost white in less than a year.

2. They are almost impossible, in some materials, to install and maintain in a vertical position and not have them twisted.

3. They pull out easily in some materials and the vibrations of traffic causes them to work up. The specifications do not require a specific length or depth of embedment. The mounting height is about 4', 4'± a specific tolerance is recommended. The round posts are anchored by a non-galvanized metal base. It deteriorated rapidly. The round posts also begin sagging during hot weather and never recover.

4. Traffic makes no effort to avoid them and they do not recover as advertised.

I recommend we find a better product or return to the metal posts, except for the Type 4, which attaches to the guardrail posts.

Don,
For your info. This is from Dick Nelson on the NE Alberhill - N. Jefferson 14th project.

CL 84-19

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 20 1984
NORMA PAULUS
SECRETARY OF STATE

January 19, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9379

Crothers & Crandall
Attorneys at Law
960 Broadway St., NE, Suite 6
Salem, OR 97301

Attention: William C. Crothers, Jr.

Gentlemen:

This will acknowledge your letter dated January 6, 1984, addressed to J.C. Compton Company concerning the following Highway Division contract. You have since indicated by phone that you wish to file this as a claim.

FILED BY:	Dale Clarambeau
AMOUNT:	$3,500
AGAINST (Prime contractor)	J.C. Compton Company
SUBCONTRACTOR:	Bogart Construction
CONTRACT NO.:	9379
PROJECT:	N. Jefferson Interchange-N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland, Inc. of Ore.

RECEIVED
JAN 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We will advise the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]
SERVICES
[illegible] TRANSPORTATION

NOTED ON CARD
1-24-84 kgm

cc: J.C. Compton Company
PO Box 768
McMinnville, OR 97128

United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

9379

1-5

1 Versteeg ✓
Anderson
2 Adams
cy Macnab
Steudemayer
Turpin
Trout
Wakerlin

RECEIVED
JAN 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

NARRATIVE REPORT (by)

N. Jefferson Intch.
N. Albany Intch.
Pacific Highway
Marion/Linn Counties
R. E. Nelson, Project Manager
December 1983

Contract #9379 was awarded October 14, 1983 to J. C. Compton for the North Jefferson Interchange - North Albany Interchange section of Pacific Highway in Marion and Linn counties. The contract provided for resurfacing the northbound lanes, redecking the southbound South Jefferson Interchange structure, and other reconstruction and resurfacing, including all the southbound interchange ramps.

Preconstruction conference was held November 17, 1981. (Memo of meeting - Attachment "A").

TEMPORARY PROTECTION AND DIRECTION

Temporary speed signs, on the county road being used as a detour, were added to the project after award. Signs of this type are not provided for under the temporary sign item. The contractor was originally not willing to extend the bid item to cover these signs. neither was he willing to accept a justifiable price. Ordering signing and other provisions for traffic as "Extra Work" may shift liability to the State. I, therefore, explored the possibility of installing permanent signs and leaving them in place, but the speed control board would not authorize. I then ordered the signs as permanent and provided for covering and removal as Extra Work. However, when the signs arrived, they had not been inspected for compliance to permanent sign specifications. The signs were needed then, and the contractor then agreed to temporary sign payment. When speed signs are to be required, I strongly recommend they be specified as a bid item.

The work on the project included replacement of the rails on the northbound structure at South Jefferson Interchange. No provision for traffic was provided. We directed the contractor to keep two lanes of traffic open, and work behind a concrete barrier. A notice of claim was made for this work, it is unresolved at this time.

A major traffic problem occurred when the southbound South Jefferson Interchange structure was narrowed to one lane, as detailed on the contract plans. This feature was discussed prior to contract advertising and response was that traffic volume was similar to a section near Roseburg, and no problem should occur. The one-lane restriction caused severe backups. The deck removal had not commenced, so we ordered the other land restored to allow time to consider appropriate further procedure.

After review, it was decided to continue with the work as con-

tracted, but with incentives for an accelerated schedule. This included $45,000 for "extra costs" (overtime, inclement conditions, and etc.), and a Bonus - Penalty clause of $2500 per day to encourage the contractor to finish prior to a traffic volume increase that would have caused severe traffic delays. I obtained current traffic volumes and future projections from the traffic section. The projected delay, had the restriction been in effect Memorial Day, was seven-plus hours.

The contractor did work towards early completion and did earn a $110,000 bonus. We did minimize problems during the restriction with use of "variable message" sign trailers during peak traffic periods. We also had engineering and contractors personnel monitoring all provisions for traffic and making sure problems were not developing. I have not isolated all of these costs, but I would estimate that the costs of buying our way out of this problem was at least $300,000. Obviously, we need to do a much better job of analysing traffic capacity. Only peak hourly volumes are useful. You cannot assume one-half ADT equates to peak hourly volumes in a particular section at any given time.

TEMPORARY STRIPING

Temporary striping was performed as a bid item and this worked very well. The contractors striping crew stayed right up with the operation in most cases and provided a good quality product. The stripes were, in many cases, painted the same day, with reduced use of the striping tape. I would recommend temporary stripe be included as a bid item in most significant projects and reduce the allowed 60 hours on this contract for temporary tape to 40 hours.

RELATIONS WITH RAILROADS - SUBSECTION 107.24

This specification, and its application, caused considerable discussion, filing of a claim, and threatened litigation. Attachments "B" and "C" are letters from William R. Potter (May 17, 1982), Attorney representing the subcontractor, and Jack Sollis' (May 25, 1983) response.

I do not know at this time whether the claim and/or litigation will be pursued. The contractor did incur $14,725 in Railroad costs for which he is responsible. This would have been substantially more had we not entered into an "accerlerated schedule." The primary conflicts are:

1. Entered onto Railroad Property - This work was on structures that were in part over Railroad property, and were open to traffic. If the contractor drove over the bridge, could this be considered "entering"? By literal reading it could; however, we did not use this criteria. Time

was started when the Railroad Inspector was on the project.

2. Work on or Adjacent to Railroad Right of Way - What is adjacent? Is there a limit to the Railroads prerogative to require protection? How does the contractor know what the railroad is going to require? The railroads will vary their requirements based on who the contractor is and his past performance and credibility.

Item #1 has been modified in later contracts to start time when the railroad provides protective services.

Item #2 has been left undefined. There is no way the contractor can know for sure, at the time of bidding, what the railroad is going to require. I would recommend that to clearly settle Items #1 and #2 we identify a "Railroad Zone" on the plans. That any time "work" is being performed within that "zone" that time will be charged. "Work" being defined as labor and/or equipment operating within, not driving through, unless haul vehicles. I would also recommend a fixed rate per day for excess charges. This would allow closing the contract with the contractor without having to wait the extended time for submittal of a railroad bill, and would save us the time and costs of trying each month to withhold an appropriate amount, of sufficient accuracy, to satisfy the auditors.

SURFACING - REMOVAL, REPLACEMENT, AND OVERLAY

Removal - Contract required cold plane pavement removal of portions of the existing A.C. Overlay andup to 1/2" of the underlying P.C.C.

Removal was to be both travel lanes in some sections, one lane in some sections, and all bridge decks with no removal in sections. Removal from the bridge decks and, considering their close proximity to each other, made it practical to completely remove the sections between some of the bridges. The contract plans indicated a nominal A.C. depth of 3 1/2", the special provisions required a cold planer capable of 4" in one pass, which the C.M.I. 750 was capable of. However, we encountered depths up to 6" to 10". Payment was by the square yard. We, therefore, made double square yard payments for those areas that required double pass removal.

The appearance of the A.C. prior to removal indicated that we could encounter many areas of broken slabs. Slab repair was to be as extra work, and the contract clearly provided for suspension of the removal and restoration paving in the event more slab repair work was being encountered than could

be completed in that day. The contractor was concerned how this was going to affect his production coordination and offered to remove some of the areas at his expense prior to the cold planing to investigate how extensive the repair would be. We found, in most cases, that the problem was not the P.C.C. but was severe deterioration of the lower lift of A.C. We found very little bonding between the A.C. lifts and less between the A.C. and the P.C.C. When the bonding was nonexistant, the lower lift of A.C. was severely deteriorated and the top lift broken. The work was done in the summer months, but considerable water was found in and between the A.C. lifts. The P.C.C., other than some surface deterioration, which the required 1/2" P.C.C. removal took care of, was in good condition. There were areas that required slab removal and repair. Those were sections that support had eroded under the slab and had broken. We did pump under the slabs to eliminate further erosion. We determined where to pump by use of the "Dynaflect". We found that when the readings were in excess of 080 at a joint, that the area could be pumped and some reduction would occur. When less t than the 080, significant change did not appear to occur. (I do not know what the 080 represents in decimals of a foot.)

The prime contractor attempted to procure sufficient equipment and perform the pumping himself. This was not successful. He then entered into an agreement with Del Val, Inc., to do the work. This is a very well equipped, knowledgeable organization that, in my opinion, did a very good job.

We averaged approximately 0.7 cubic feet of grout per hole. However, one problem area developed late in the project and we had them come back in and pump. Ten holes were drilled one joint and it took twenty sacks of grout.

The contract provided for separate payment, as Extra Work for replacement teeth for the cold planer. This is unnecessary. We should allow the contractor to include that in his unit bid.

Replacement - Areas from which A.C. was removed had to be replaced each day and restored to traffic. The specifications provided that if a specification product was not provided, that the contractor would have to provide an adequate temporary surfacing and remove at his expense. This encouraged the contractor to perform his work during favorable weather, and to control his product as close to specifications as he could.

Overlay - The overlay included an asphalt, rubber chip seal placed prior to the overlay. Traffic was not allowed on the chip seal because of concern for flying rock, lack of stripe,

and the possible traffic damage. The seal was tight and the danger of flying rocks under the weather conditions we had was probably minor. We experienced some pickup on the haul vehicles on hot days, if they stopped for more than a few minutes. I would recommend the specification as is. Sahuaro Petroleum and Asphalt Co. laid the chip seal. They are well equipped and provided a very good product. Attachment "D" is their evaluation and recommendations for this project.

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TRAFFIC DELINEATORS

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1. The "yellow" color fades to almost white in less than a year.

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4. Traffic makes no effort to avoid them and they do not recover as advertised.

I recommend we find a better product or return to the metal posts, except for the Type 4, which attaches to the guardrail posts.

STATEMENT OF OVERRUNS & UNDERRUNS

PROJECT : N. JEFFERSON INTCH. N. ALBANY INTCH. CONTRACT # : 9379

HIGHWAY : PACIFIC PREFIX : 622 1007

COUNTY : MARION / LINN FA # : IR-I-5-4(87)2

ITEM	UNIT	ORIGIONAL	SEMI FINAL	± %
BID ITEMS	$	3,378,868.55	3,679,312.03	+9 %
ANTICIPATED ITEMS	$	307,477.00	205,709.99	- 33 %
CONTINGENCIES	$	547,214.87	347,529.55	- 37 %
ENGINEERING	$	337,268.07	296,000.00	- 12 %
LIQUIDATED DAMAGES	$	—	- 14,475.43	—
TOTALS	$	4,570,828.49	4,514,076.14	- 1 %

1 Vernteeg
Anderson
2 Adams
prly Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
JAN 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
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STATEMENT OF OVERRUNS & UNDERRUNS

BID ITEM	ITEM	UNIT	ORIG. QUANTITY	PERFORMED QUANTITY	% + -
18.	GENERAL EXC.	CU. YD.	8,000	18,134.99	+126.7%
21.	TREATED BASE MIX.	TON	13,800	20,937.89	+51.7%
22.	CEMENT IN TREATED BASE MIXTURE	TON	758	938.75	+23.8%

Bid Items 18, 21, 22: PERFORMED QUANTITIES DETERMINED FROM REMEASURE AND ORIGIONAL CROSS SECTION DATA. ORIGIONAL QUANTITIES INCORRECTLY COMPUTED

Attachment "B"

May 25, 1982

Mr. William R. Potter
Attorney at Law
P.O. Box 1475
Eugene, Oregon 97440

RE: Specification Interpretation
Contract No. 9379
Your File No. 7465-82B

Dear Mr. Potter:

In reply to your letter of May 17, 1982, I must respectfully disagree with the conclusion that you have reached. I believe that sufficient language is found in the special provisions to indicate that the responsibility for the railroad protective costs outside the 150-day period rest with the contractor. Paragraphs (b), (c) and (d) of Section 107.24 do at times speak only to work being performed over or under the tracks or within the limits of the railroad property. However, for the most part these references are for timing and tolling purposes, and to give an indication to the contractor that special care must be taken, and particular protective services may be required by the railroad at those times.

Paragraphs (c) and (d) of Section 107.24 also indicate that there will be times when the railroad may deem protective services necessary as its property may be endangered by work adjacent to the railroad right-of-way. The opinion of the railroad as to the danger involved in any work being conducted is left totally to the railroad. It is made clear in both paragraphs (c) and (d) that the contractor is to determine from the railroad what actual protective services are needed and the total costs of the services which will be provided, based upon the contractor's construction schedule, methods and progress of the contractor's work. It is also clear under the fourth paragraph of paragraph (d) that perspective bidders had the responsibility of determination of the costs of the protective services as a basis of submitting their bids.

The fifth paragraph under paragraph (d) leaves no doubt as to the dates for which the State will bear the costs of the protective services. This then leaves some costs of the services as not being paid by the State, and a reasonable interpretation would imply that the contractor is responsible for the remainder of the costs, even when the work is not being performed on or over the railroad or upon railroad right-of-way. This interpretation is reinforced by the sentence in the fifth paragraph under paragraph (d) which states: "[t]he costs of all railroad protective services and devices beyond this number of calendar days is the responsibility of and shall be paid for by the contractor."

I must therefore conclude that Section 107.24 when read in its entirety, would support the conclusion that the contractor is responsible for paying all railroad protective costs outside of the 150-day period whether the contractor is working above, on or adjacent to the railroad right-of-way in an area where the railroad deems protective services or devices necessary.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General
and Attorney-In-Charge
Transportation Section

JLS:ss

cc: John Widmer
Brian Jackmond

Attachment "C"

...ER, HUNTER, MILLER, MOULTON & AND...S
LAW OFFICES
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CRAIG A. SMITH

ROBERT G. BOEHMER
RICHARD B BORGMAN
STEPHEN R. JAFFE
VARNER J. JOHNS, III
WENDELL G. KUSNERUS
ROBERT L. LITCHFIELD, JR.
MARILYN R. PODEMSKI
WILLIAM R. TURNBOW
PAUL V. VAUGHAN
RONALD A. WALRO

May 17, 1982

RECEIVED
JUN 3 1982
CONSTRUCTION SECTION

CE CAE FOE OCS SCS EEO OM CA LS TC PE CP

RECEIVED
MAY 18 1982
LEGAL

Mr. Jack Sollis
Room 133
Department of Transportation
Building
Salem, Oregon 97310

RE: North Jefferson Interchange
Our File No. 7465-82B

Dear Mr. Sollis:

In accordance with your request, I will set forth the general basis for my interpretation of Section 107.24 of the Special Provisions and Supplemental Standard Specifications relating to the North Jefferson interchange and North Albany interchange.

As I indicated to you in our telephone conversation of May 13, 1982, the summary of my interpretation of those specs is that the contractor is only responsible for the cost of railroad protective services when the contractor is actually on railroad property. The state pays the first 150 days of protective services provided by the railroad when the contractor is actually on railroad property and the contractor bears the remainder of any railroad costs for protective services provided when the contractor is actually on railroad property. It is not the contractor's responsibility for the cost of railroad protective services provided by the railroad when the contractor is not actually on railroad property. The latter situation is an issue to be resolved solely between the State of Oregon and the railroad.

In arriving at my interpretation of those specifications, I have applied the following rules of construction:

1. An interpretation which gives a reasonable, lawful and effective meaning to all manifestations of intention is preferred to an interpretation which leaves a part of such manifestations unreasonable, unlawful or of no effect.

2. The principal, apparent purpose of the parties is given great weight in determining the meaning to be given to manifestations of intention or to any part thereof.

3. Where there is an inconsistency between general provisions and specific provisions, the specific provisions ordinarily qualify the meaning of the general provisions.

4. A contract is construed against the draftsman. This rule of construction is particularly strong in this case since we are dealing with an adhesion contract.

5. The ordinary meaning of language is given to words unless circumstances show that a different meaning is applicable.

6. If the conduct of the parties subsequent to a manifestation of intention indicates that all the parties placed a particular interpretation upon it, that meaning is adopted if a reasonable person could attach it to the manifestation.

I will also acknowledge the rule of construction that where a public interest is affected an interpretation is preferred which favors the public. This rule is outweighed, however, by the above rules and the explanation which follows.

Section 107.24(a) simply provides that the contractor is responsible for the protection of property and persons and is responsible for damages. That section also provides that the railroad will cooperate with the contractor to the end that the work may be handled in an efficient manner, but the contractor will have no claims for damages in the event the work is delayed as a result of the railroad. I do not believe this section has any relevance to the issue we are addressing.

Section 107.24(b) governs the working relationship of the contractor with the railroad. That section obligates the contractor to cooperate with the railroad where the work is over or under the tracks or within the limits of railroad property, to comply with the rules and regulations of the railroad, to perform his work in such a manner as shall not endanger or interfere with the safe operation of the tracks, not infringe on the specified minimum clearance for any railroad tracks, submit plans and written details of the methods and scheduling of all work on or over the railroad tracks and property not included in the contract plans, give written notice to the engineer at least three working days prior to commencing any work on or over railroad tracks and property, comply with rules regarding the crossing of equipment at locations other than presently existing public crossings, give notice of any blasting and remove tools from railroad premises.

Section 107.24(c) states that the railroad will provide men to protect its facilities and gives some general examples of when the railroad will furnish such personnel. In addition, that section

sets forth the basis for determining the costs to be paid for railroad protective services.

Section 107.24(d) deals with the cost and reimbursement for railroad protective services. The section states that the protective services which the railroad will require are contingent on the contractor's construction schedule. The nature and extent of protective services will in all cases be determined by the railroad including the right to determine the number of men, classes of men and other protective measures. The section specifies that it is the contractor's responsibility to determine the actual protective services the railroad will require based on the contractor's construction schedule. The section then specifically provides that, except for costs of protective services at private crossings, the state will bear the cost of railroad protective services for the period of 150 calendar days. The cost of railroad protective services beyond this number of calendar days is the responsibility of the contractor. "The calendar day count will begin the first day the contractor's operations enters (sic) onto railroad property and shall run continuously thereafter unless stopped by written notice." The calendar day count is stopped seven days after the engineer receives written notice from the contractor that the contractor will not be working on railroad property. The calendar day stoppage will be for a period of not less than 30 calendar days and the contractor is not permitted to conduct operations on railroad property until the 30 calendar day period has elapsed. The state reimburses the railroad directly for all costs of protective services and any costs to be borne by the contractor will be deducted from progress or final payments.

Subsection (b) simply governs the working relationship of the contractor with the railroad and does not deal with the issue of the payment of railroad charges. That section makes it clear, as does Subsection (c), that the contractor must allow the railroad to be on the construction site to provide protection services whenever the railroad deems it necessary and the contractor must cooperate with the railroad. Our client does not object to cooperating with the railroad at all times or allowing the railroad to be on the construction site, but this does not obligate the contractor to pay for railroad services. Subsection (b) certainly gives a strong indication that this interpretation was the intent of the parties. Any true operative requirements of that subsection are contingent upon the contractor working over or under tracks or on railroad property. For example, the contractor must cooperate with the railroad when the work is over or under the tracks or within the limits of railroad property, must submit plans and written details of the methods and scheduling of work only if it is on or over the railroad tracks and property, must give three days' notice prior to commencing any work but only if the work is on or over the railroad

tracks and property, and must give additional notice after suspension of work on or over railroad property prior to renewal of work on or over railroad property. The other provisions of Subsection (b), which simply obligate the contractor to comply with rules or regulations or otherwise cooperate with the railroad, do refer to working in the vicinity of railroad property. If the contractor is responsible for the cost of railroad protective services when the contractor is not actually on railroad property, why is the contractor not obligated to give three days' working notice prior to commencing work in the vicinity of railroad property?

Subsection (c) gives general examples of when the railroad will provide protective services. In accordance with the interpretation of Subsection (b), this provision again is merely informational to the contractor, provides the basis for the contractor to determine his share of the cost if the protective services given while the contractor is on railroad property exceeds the 150 days paid by the State and again clarifies the right of the railroad to be present at the job site whenever work is being done. This section does not, however, deal wtih the issue of who pays for the cost of railroad protective services when the contractor is not actually on railroad property.

Subsection (d) is the operative section for the issue we are facing. This section provides in several places that the protective services required by the railroad and the total cost of those services are contingent on the contractor's construction schedule, methods and progress of work. This clearly establishes to the contractor that the railroad costs will increase the longer the contractor works on railroad property. The reference in the first paragraph of Subsection (d) to "adjacent to railroad right of way" indicates that the railroad may require additional protective services for work by the contractor adjacent to railroad property but does not impose the burden for payment of those costs on the contractor. The section specifically states that it is the contractor's responsibility to determine the actual protective services the railroad will require and the total cost of those services. The section then specifically provides that the State bears the first 150 calendar days of railroad protective services and the calendar day count begins the first day the contractor's operations enter onto railroad property and runs continuously thereafter until stopped by written notice. The written notice again, as in Subsection (b), only relates to the contractor stopping work on railroad property and prohibits the contractor from working on railroad property for 30 days after the calendar day count is stopped. It does not prohibit the contractor from working adjacent to railroad property. The failure to apply the 30 day work stoppage rule to work adjacent to railroad property again indicates that the

contractor is not responsible for those services. Whatever the purpose for the 30-day work stoppage may be if the contractor is on railroad property, would apply equally if the contractor is responsible for railroad protective services adjacent to railroad property. This interpretation was affirmed at the meeting held on May 12, 1982 when Dick Nelson permitted J. C. Compton Company to give notice of railroad time only for that period of time when J. C. Compton would be grinding directly above the tracks. J. C. Compton was not obligated to give notice when it was grinding on the bridge but not directly over railroad property.

The section allows the railroad to determine the "nature and extent" of protective services. This does not allow the railroad to determine in its unfettered discretion whether or not services, at the contractor's expense, are needed. If such services are required when the contractor is on railroad property, however, the railroad determines the "nature and extent" of those services, such as the number and classes of men.

I have also been advised that, at the preconstruction conference, Dick Garland explained his schedule for working on the northbound lane to the railroad. There was apparently some indication that railroad protective services would not be needed, although that indication may have arisen from acquiescense by the railroad inspectors to Mr. Garland's plan.

I think the above interpretation meets the rules of construction for contracts I set forth above. The interpretation gives a reasonable interpretation and meaning to all provisions of Section 107.24 and gives weight to the apparent purpose of the parties. To the extent there is an inconsistency in the language, the specific provisions regarding the railroad day count for services on railroad property controls over general provisions, such as the general examples given in Subsection (b). Finally, this contract would be strongly construed against the State of Oregon as draftsman, especially in light of the fact that it is an adhesion contract.

I think the bottom line on the interpretation of this contract is that, if the draftsman intended to impose the substantial obligation on the contractor of paying for railroad protective services provided whenever the railroad in its unfettered discretion deems them necessary, the draftsman should have specifically stated that in the specifications so that the contractor would have full knowledge of this obligation when submitting his bid. As you know, it is highly unlikely that any court would torture language in such a fashion as to imply or interpret into a contract a substantial obligation on the party who did not draft it. It is also highly unlikely, in my view, that either Garland Pacific or J. C. Compton would have bid this contract in the manner they did if they realized they had this obligation.

I have not attempted to be as complete and thorough in my analysis and my argument as I would be if I were doing the brief for the court. Our client is simply unwilling to bear the expense of the number of hours necessary to do the legal research and in-depth analysis which may become necessary if this matter has to go to litigation. Additional considerations would include, however, such things as the court taking into account which party is in the best position to deal with this problem. It is clearly the State of Oregon that is in the best position to limit the railroad from imposing any unjust costs. Based on the interpretation you and your engineers have given this contract, the contractors would be completely at the mercy of the railroad and would be subject to the railroad's unreasonable requirements of providing protective services in a situation where none are actually needed.

I have indicated to you the crucial importance this issue has to our client. Mr. Garland indicated to your engineers that he does not want to continue this contract and resolve this issue at the end of the contract through the claims procedure after the State of Oregon has withheld funds. Resolving the issue at that time would put the contractor in an extremely unfavorable position because of the need to obtain the funds for payment of obligations incurred to do the job. Mr. Garland has advised me that, if an interpretation of the contract cannot be agreed upon by the parties by May 26, we are to investigate and pursue a court proceeding to have this language interpretated. I certainly trust that will not be necessary.

I would appreciate it if you could contact me as soon as you have had an opportunity to review this letter. I would be happy to spend time with you discussing this contract in an attempt to avoid litigation.

Yours truly,

William R. Potter

WILLIAM R. POTTER

WRP/dp

Attachment D

TELEPHONE 252-3061
AREA CODE: 602

Sahuaro Petroleum & Asphalt Co.

P.O. BOX 6536 - PHOENIX, ARIZONA 85005
731 NORTH 19th AVENUE

July 23, 1982

TO WHOM IT MAY CONCERN

RE: J.C. Compton Co. - N. Jefferson Interchange - N. Albany Interchange Sec.
Pacific Highway Marion and Linn Counties, State of Oregon

Sahuaro Job No. 22-0010

The mix design for this project is as follows:

1. Asphalt Cement: AR2000W, Douglas Asphalt, Portland, Oregon
   79±1% by weight of asphalt-rubber

2. Granulated Rubber: Type I, North West Rubber Mats, Ltd.
   21±1% by weight of asphalt-rubber

3. Asphalt Modifier: not required

Sincerely,

Peggy L. Simpson

Peggy L. Simpson
Quality Assurance Supervisor

PLS/rln

TO: Kendall W. Day
Field Superintendent

FROM: Peggy L. Simpson
Quality Assurance Supervisor

DATE: July 23, 1982

RE: J.C. Compton Co. - N. Jefferson Intchge - N. Albany Intchge. Sec. Pacific Highway

Marion and Lenn Counties, State of Oregon

Sahuaro Job No. 22-0010

The mix design for the above referenced project (copy attached) takes into consideration construction parameters as follows:

1. Due to the anticipated slow rate of application, the viscosity of reacted asphalt-rubber (70 minutes minimum reaction time) should lie at the lower end of our limits; 5000±1000cP.

2. Due to the immediacy of the overlay placement, diluent should be limited to 0-2%, as required to achieve a uniform application.

3. A reacted viscosity of up to 7000cP may be adjusted with up to 2% diluent to achieve a uniform application but any reacted viscosity above this figure should be reduced with asphalt to within our target range (5000±1000cP.)

This combination of asphalt and rubber exhibits a greater degree of reaction than most of the mixes which you have recently encountered, hence the lower rubber content specified.

My recommendation is to batch the first load of asphalt-rubber at 22% rubber and add asphalt if necessary. Adjustment may then be made on subsequent batches if indicated.

/rln

June, 1981
AR 101

SAHUARO PETROLEUM & ASPHALT CO.
GUIDE SPECIFICATION
FOR

Asphalt-Rubber Stress Absorbing Treatment (SAM or SAMI) for Highways, Roads and Streets

NOTE: Attached are "Notes to Engineer" which are referenced to by an asterisk (*). It is important that these notes be referred to when developing a specification from this guide for highway, road and street asphalt-rubber projects.

1. Scope

This specification covers the materials, equipment and construction procedures for a stress absorbing _____ * _____ (_____*_____)

2. Materials

2.1 Asphalt

The grade of asphalt cement for the asphalt-rubber mixture shall be _____* or _____* which shall comply with the requirements of _____*_____. The grade selected shall be based on laboratory testing by the asphalt-rubber supplier.

If indicated necessary by laboratory testing, an approved antistripping additive may be added to the asphalt cement up to 1.0 percent by weight of asphalt.

Emulsified asphalt for tack coat and flush coat shall be a grade SS-1, SS-1h, CSS-1 or CSS-1h which shall comply with the requirements of _____*_____.

2.2 Asphalt Modifier*

Based on laboratory testing, an asphalt modifier may be added to the asphalt cement and the modifier shall have the following properties.

Viscosity, SUS @ 210F (99C)	85-115
Flash, COC, F (C)	390 (199) Min
Aniline Point, Mixed, F (C)	75-110 (24-43.5)
Saturates, Weight %	20 Max.

2.3 Rubber

The combined granulated rubber shall consist of a minimum of 80 percent by weight of vulcanized rubber produced by the processing of tires. The rubber shall consist of one

*See "Notes to Engineer"

or a blend of the types indicated below with the rubber or blend selected based on laboratory testing by the asphalt-rubber supplier.

The granulated rubber types shall meet the following gradations:

Sieve Sizes		Percent Passing Type I	Type II	Type III
No. 8	(2.36mm)	100	--	--
No. 10	(2.00mm)	95-100	--	--
No. 16	(1.18mm)	--	100	100
No. 30	(0.600mm)	0-10	60-90	95-100
No. 50	(0.300mm)	0-5	0-20	30-60
No. 80	(0.180mm)	--	0-5	15-35
No. 200	(0.075mm)	--	--	0-10

The sieves shall comply with the requirements of AASHTO M92 (ASTM E11).

The individual granulated rubber particles, irrespective of diameter, shall not be greater in length than 0.250 inches for Type I and 0.125 inches for Types II and III.

The combined granulated rubber shall have a specific gravity of 1.15±0.05 and shall be free of loose fabric, wire and other contaminants except that up to 4 percent (by weight of rubber) calcium carbonate or talc may be added to prevent rubber particles from sticking together. The rubber shall be sufficiently dry so as to be free flowing and not produce a foaming problem when blended with the hot asphalt cement.

The granulated rubber shall be accepted by certification from the rubber supplier.*

2.4 Diluent

The diluent shall have an initial boiling point (IBP) of +340F (171C) when tested in accordance with ASTM D86.

2.5 Asphalt-Rubber

The asphalt-rubber supplier shall furnish to the engineer by no later than 7 days before the beginning of membrane placement the asphalt-rubber mix formulation which shall contain the following information.

*See "Notes to Engineer"

Asphalt Cement

Grade of asphalt
Source of asphalt

Granulated Rubber

Total rubber content, weight % of asphalt-rubber mixture

Rubber type(s) and content of each type (if blend), weight % of combined rubber

Asphalt Modifier

Type of modifier
Quantity of modifier, weight % of asphalt cement

2.6 Cover Aggregate*

Aggregate shall be composed of clean, tough and durable particles of crushed rock, crushed gravel or crushed slag conforming to the gradation requirements of AASHTO M43 (ASTM D448) as follows:

Sieve Sizes	Percent Passing #6	#7	#8
1 in. (25.0mm)	100	--	--
3/4 in. (19.0mm)	90-100	100	--
1.2 in. (12.5mm)	20-55	90-100	100
3/8 in. (9.5mm)	0-15	40-70	85-100
No. 4 (4.75mm)	0-5	0-15	10-30
No. 8 (2.36mm)	--	0-5	0-10
No. 16 (1.18mm)	--	--	0-5

The sieves shall comply with the requirements of AASHTO M92 (ASTM E11).

The aggregate shall have a percent wear by the Los Angeles abrasion test, AASHTO T96 (ASTM C31), of not more than 40 percent.

2.7 Blotter Material*

The blotter material shall be a fine aggregate (sand) conforming to the following gradation requirements:

Sieve Size	Percent Passing
3/8 in. (9.5mm)	100
No. 4 (4.75mm)	80-100
No. 16 (1.18mm)	45-80
No. 50 (0.300mm)	10-30
No. 100 (0.150mm)	2-10

*See "Notes to Engineer"

The sieves shall comply with the requirements of AASHTO M92 (ASTM E11).

3. Equipment

3.1 General

The equipment used by the contractor shall include a self-propelled rotary power broom for pavement cleaning and excess cover material removal and a self-propelled pressure asphalt distributor capable of applying tack coat and flush coat uniformly at the specified rate. If a blotter material (sand) is to be applied, a hopper or whirl-type tailgate spreader shall be required.

3.2 Asphalt-Rubber Equipment

All equipment utilized in production and application of the asphalt-rubber shall be as described as follows:

(1) An asphalt heating tank with hot oil heat transfer to heat the asphalt cement to the necessary temperature for blending with the rubber. This unit shall be equipped with a thermostatic heat control device and a graph type continuous recording thermometer.

(2) A mechanical blender for proper proportioning and thorough mixing of the asphalt and rubber together to produce the specified rubber content material. This unit shall have both an asphalt totalizing meter (gallons or litres) and a flow rate meter (gallons per minute or litres per minute).

(3) A truck or trailer mounted self-powered distributor equipped with a heating unit, a mixing unit capable of maintaining proper mixture of asphalt and rubber, pump(s) capable of spraying asphalt-rubber within ± 0.05 gallon per square yard (± 0.23 litres per square metre) of the specified rate, and a fully circulating spray bar capable of applying asphalt-rubber without a streaked or otherwise irregular pattern.

(4) The distributor also shall include a tachometer, pressure gages, volume measuring devices and a thermometer.

*See "Notes to Engineer"

A "bootman" shall accompany the distributor and ride in a position so that all spray bar nozzles are in his full view and readily accessible for unplugging.

3.3 Cover Material Spreader

The cover material (chip) spreader shall be a self-propelled machine with an aggregate receiving hopper in the rear, belt conveyors to carry the aggregate to the front, and a spreading hopper equipped with full-width distribution auger and spread roll. The spreader shall be in good mechanical condition and be capable of applying the cover material uniformly across the spread at the specified rate.

3.4 Rolling Equipment*

Self-propelled pneumatic-tired rollers shall be used for the required rolling of the cover material. The pneumatic-tired rollers shall carry a minimum loading of 3,000 pounds (1361 kilogram) on each wheel and an air pressure of 100-5 pounds per square inch (689±34 kilopascal) in each tire.

3.5 Hauling Equipment

Trucks for hauling cover material shall be tailgate discharge and shall be equipped with a device to lock onto the hitch at the rear of the aggregate spreader. Haul trucks shall also be compatible with the aggregate spreader so that the dump bed will not push down on the spreader when fully raised or have too short a bed which results in aggregate spillage while dumping into the receiving hopper.

4. Construction

4.1 General

Holes and depressions in the old pavement surfacing shall be repaired by patching and transverse and longitudinal cracks + 1/4 inch (+ 6.4 millimetre) repaired by cleaning and pouring with an asphalt-rubber crack sealant.

Immediately prior to application of a tack coat, the surface shall be thoroughly cleaned by sweeping.

*See "Notes to Engineer"

4.2 Tack Coat*

A tack coat of diluted emulsified asphalt of the type and grade designated in Section 2.1 shall be applied to the cleaned surface and allowed to fully cure before spreading of the asphalt-rubber material. The emulsified asphalt shall be diluted 1 part water to 1 part emulsified asphalt by volume with from 0.10 to 0.15 gallon per square yard (0.45 to 0.68 litre per square metre) of the diluted material applied.

4.3 Asphalt-Rubber Mixing and Reaction

The percent of combined rubber shall be 23±3 percent by weight of total mixture, that is, by total weight of asphalt cement + asphalt modifier (if used) + granulated rubber.

The temperature of the asphalt shall be between 350 and 425F (177 to 218C) at the addition of the vulcanized rubber. The asphalt and rubber shall be combined and mixed together in a blender unit and reacted in the distributor for a period of time as required by the engineer which shall be based on laboratory testing by the asphalt-rubber supplier. The temperature of the asphalt-rubber mixture shall be above 325F (163C) during the reaction period.

After the reaction between asphalt and rubber has occurred, the viscosity of the hot asphalt-rubber mixture may be adjusted for spraying and/or better "wetting" of the cover material by the addition of a diluent. The diluent shall comply with the requirements of Section 2.4 and shall not exceed 7½ percent by volume of the hot asphalt-rubber mixture.

When a job delay occurs after full reaction, the asphalt-rubber may be allowed to cool. The asphalt-rubber shall be reheated slowly just prior to application but not to a temperature exceeding 325F (163C). An additional quantity of diluent not exceeding 3 percent by volume of the hot asphalt-rubber mixture may be added after reheating.

4.4 Application of Asphalt-Rubber Material

Placement of the asphalt-rubber shall be made only under the following conditions:

(1) The pavement surface temperature in shaded areas is not less than __*__ F (__*__ C) and rain is not imminent,

(2) The pavement surface is clean and absolutely dry,

*See "Notes to Engineer"

(3) The wind conditions are such that excessive blowing of the spray bar fans is not occurring, and

(4) All construction equipment such as asphalt-rubber distributor, aggregate spreader, haul trucks with cover material, and rollers are in position and ready to commence placement operations.

The asphalt-rubber mixture shall be applied at a temperature of 290 to 340F (143 to 171C) at a rate of _____* ± 0.05 gallon per square yard (± 0.23 litres per square metre). Transverse joints shall be constructed by placing building paper across and over the end of the previous asphalt-rubber application. Once the spraying has progressed beyond the paper, the paper shall be removed immediately and disposed of as directed by the engineer. All longitudinal joints shall be overlapped a minimum of 8 inches (20cm).

4.5 Application of Cover Material

Cover material shall be applied immediately to the asphalt-rubber after spreading at a rate of _____* to _____* pounds per square yard (_____* to _____kilograms per square metre).

At the time of application to the asphalt-rubber, cover material shall be at least saturated surface dry in accordance with the requirements of Section 4.2 of AASHTO T 85.

4.6 Rolling*

At least 3 pneumatic-tired rollers complying with the requirements of Section 3.4 shall be provided to accomplish the required embedment of the cover material. At some project locations or where production rates dictate, fewer rollers may be utilized as directed by the engineer.

Sufficient rollers shall be used for the initial rolling to cover the width of the aggregate spread with one pass. The first pass shall be made immediately behind the aggregate spreader, and if the spreading is stopped for an extended period, the spreader shall be moved ahead or off to the side so that all cover material may be immediately rolled. Four complete passes with rollers shall be made with all rolling completed within 1 hour after the application of the cover material.

*See "Notes to Engineer"

4.7 Application of Blotter Material*

Blotter material meeting the requirements of Section 2.7 may be required immediately after the initial pass of the rollers (usually 4 to 6 pounds per square yard or 2.2 to 3.3 kilograms per square metre) or after opening to traffic and sweeping to prevent asphalt-rubber bleed through and pick-up or cover aggregate turnover and pickup. The use, rate and locations for blotter material shall be designated by the engineer. The blotter material shall be uniformly applied using equipment specified in Section 3.1.

At the time of application, the blotter material shall be at least saturated surface dry in accordance with the requirements of Section 4.1 of AASHTO T-84.

4.8 Traffic Control

Traffic shall be directed through the project with warning signs, cones and flagmen in a manner that provides maximum safety for the workmen and the least interruption of the work.

Except when it is necessary that hauling equipment must travel on the newly applied membrane, traffic of all types shall be kept off the membrane until it has had time to set properly. The speed of all hauling equipment shall not exceed 15 miles per hour (24 kilometres per hour) when traveling over a membrane which is not adequately set. The minimum traffic free period shall not be less than two hours.

4.9 Removing Loose Cover Material*

The sweeping shall be a multi-step operation following placement of the membrane. The initial sweeping shall be a light brooming at the end of the placement day with a second sweeping completed at daybreak of the day following membrane placement. If because of high temperatures or other causes dislodgment of cover material occurs, sweeping shall be discontinued until such time as there will be satisfactory retention of cover material.

4.10 Flush Coat*

A flush coat of diluted emulsified asphalt of the type and grade designated in Section 2.1 shall be applied after sweeping to the asphalt-rubber treatment when designated

*See "Notes to Engineer"

by the engineer. The emulsified asphalt shall be diluted 1 part water to 1 part emulsified asphalt by volume with from 0.10 to 0.15 gallon per square yard (0.45 to 0.68 litre per square metre) of the diluted material applied.

4.11 Placement of Asphalt Concrete*

The placement of the asphalt concrete overlay shall be delayed as directed by the engineer for sufficient time to allow for adequate setting of the asphalt-rubber.

If the SAMI has been subjected to traffic, an emulsified asphalt tack coat shall be applied as described in Section 4.2 prior to overlaying.

4.12 Method of Measurement and Basis of Payment

The Asphalt-Rubber will be measured and paid for per ton of mixture in-place under ASPHALT CEMENT (Rubberized) which includes asphalt cement, asphalt modifier (if used), granulated crumb rubber and diluent.

The Cover Material will be measured and paid for per ton under COVER MATERIAL, as hereinbefore specified.

The Blotter Material will be measured and paid for per ton under BLOTTER MATERIAL, as hereinbefore specified.

The Tack Coat will be measured and paid for per ton under ASPHALT FOR TACK COAT, as hereinbefore specified.

The Flush Coat will be measured and paid for per ton under ASPHALT FOR FLUSH COAT, as hereinbefore specified.

*See "Notes to Engineer"

NOTES TO ENGINEER

Section 1

For a stress absorbing membrane, the first blank should be "membrane" and the second "SAM". For a stress absorbing membrane interlayer, the first blank should be "Membrane Interlayer" and the second "SAMI".

Section 2.1

The first blanks will indicate the penetration or viscosity grades of asphalt cement specified. The second blank will indicate AASHTO M20 or ASTM D946 if penetration grades indicated, Table 1, 2 or 3, AASHTO M226 or ASTM D3381 if viscosity grades indicated, or an appropriate local state highway department specification.

Relative to the grades indicated, the following table provides recommendations for selection of the asphalt cements.

	ASPHALT CEMENT GRADE	
CLIMATE	AASHTO M226 ASTM D3381	AASHTO M20 ASTM D946
Cold[1]	AC-2.5 or AC-5 AR-1000 or AR-2000	120-150 or 200-300
Moderate[2]	AC-2.5 or AC-5 AR-1000 or AR-2000	120-150 or 200-300
Hot[3]	AC-5 or AC-10 AR-2000 or AR-4000	85-100 or 120-150

Requirements for emulsified asphalts may be AASHTO M140 and M208 or ASTM D977 and D2397 (indicate both AASHTO or ASTM specifications as this is necessary to cover anionic and cationic materials which are indicated). Also, local state highway department specifications may be indicated in lieu of AASHTO or ASTM.

Section 2.2

When the preferred grades of asphalt cement are not readily available or asphalt fractional composition analysis

---

[1]Normal minimum daily temperatures of 15F (-9C) or less.

[2]Normal maximum daily temperatures of 95F (35C) or less.

[3]Normal maximum daily temperatures greater than 95F (35C).

indicates its desirability, an asphalt modifier may be added to the asphalt cement (3 to 20% by weight of asphalt). Typical asphalt modifiers for this purpose would be Witco Califlux GP or Shell Chemical Dutrex 739.

Section 2.3

Specific standards for sampling and testing of granulated crumb rubber have not yet been established. Until standards are established, it is recommended that the rubber be accepted if accompanied by a certificate of compliance from the rubber supplier that the material has been tested during the grinding process and meets the gradation and specific gravity as specified.

Section 2.6

Only one of the gradations shown in this Guide Specification should be indicated in the actual project specifications. Usually sizes #7 or #8 have been selected for SAM or SAMI treatments. However, size #6 could be used for a SAMI if regular traffic were either not allowed or controlled at reduced speeds until overlay.

The cover aggregate often is not precoated with asphalt and is spread cold and dry. However, there are circumstances, particularly if a surface type treatment (SAM), where the aggregate will require additional processing.

When the aggregate is dusty such as when produced from limestone, the aggregate should be precoated with an asphalt material. Also, for projects with high volume and/or high speed traffic or located in an urban area, precoating has been used. The precoating may be accomplished by hot mixing with an asphalt cement or MC cutback or by pugmill cold mixing with a cutback asphalt or MS, CMS or HFMS emulsified asphalt. The asphalt percent normally used has been from 0.5 to 1.0 percent by weight of dry aggregate. For some dusty aggregates and asphalt-rubber treatments, washing of the aggregate and drying through a hot mix plant or by stockpile aeration may be sufficient.

There are situations where a clean cover aggregate has been heated in a hot mix plant and spread at a temperature of 250 to 300F (121 to 149C). If a SAM treatment with mostly cool temperatures anticipated or very late summer work and so little opportunity for traffic kneading with high pavement surface temperatures, then a hot cover aggregate at spreading should be considered. Also, in some parts of the U.S. and Canada, wet stockpiles may be a continuous problem and this type of processing should be considered there as well.

If precoating is included, then Section 2.1 would have to contain requirements for the asphalt materials and Section 2.6 the requirements for precoating the aggregate. With heating of the aggregate only for hot spreading, this requirement would be required in Section 2.6.

Sections 2.7 and 4.7

In most instances and certainly for interlayer (SAMI) treatments, the application of a sand blotter material has not been necessary. Therefore, consideration should be given to eliminating this requirement, especially when previous project experience has indicated no difficulties without a blotter application. If a surface (SAM) treatment, however, with anticipated hot weather during construction, then inclusion of blotter sand and probable use thereof should be considered.

Section 3.4

Much of the early membrane construction involved the use of large pneumatic-tired rollers ballasted so as to achieve a minimum 5,000 pounds (2268 kilogram) wheel load. However, successful treatments were achieved using smaller pneumatic-tired rollers of at least 10 tons (9 metric tons) ballasted weight. With the smaller rollers however, it is critical to maintain a tight operation behind aggregate spreading. Also, a tandem steel-wheeled roller has been used in some instances for final rolling (acceptable only if pavement transverse profile smooth, i.e., without noticeable wheel-path rutting or other unevenness, and the cover aggregate is not fractured).

Section 4.2

Elimination of the tack coat requirement should be considered if the pavement has free asphalt already on the surface (bleeding, tracked crack pouring material, etc.) or placement is on new asphalt concrete (leveling course). Also, RS type emulsified asphalts (undiluted) and asphalt cement have been used for tack coats and could be specified if SS emulsion products are not readily available. However, excess tack coat is a much greater possibility with these materials and so extremely close control of application is very necessary to achieve a residual asphalt rate of 0.03 to 0.05 gallon per square yard (0.14 to 0.23 litres per square metre).

Section 4.4

The minimum pavement surface temperature shall be 70F (21C) for a SAM and 60F (16C) for a SAMI.

Asphalt-rubber application rates generally have varied from 0.55 to 0.70 gsy (2.5 to 3.2 litres/m^2) with the quantity selected based on pavement surface condition, (fatness, texture, etc.,), cover material size, and the type of treatment (SAM or SAMI).

Section 4.5

Cover material quantities generally used have been 30 to 40 pounds per square yard (16 to 22 kilograms per square metre). The actual amount selected within this range on the project has been based on the appearance of the SAM or SAMI after initial rolling. Tracking of the asphalt-rubber binder by the aggregate spreader or hauling trucks is one indicator of the need for an increase in spreading rate. Adjustments from the 30 to 40 psy (16 to 22 kg/m^2) rate may be necessary for aggregates with unusual specific gravities such as for slags and synthetic materials.

Section 4.6

If a tandem steel-wheeled roller is permitted for final rolling, then the equipment requirements in Section 3.4 and the first sentence in paragraph one of this section will require rewriting so as to allow this modification from the Guide Specification.

Section 4.7

See Section 2.7 as 4.7 covered as well.

Section 4.9

When the treatment is a SAMI, a second paragraph is required as follows: "Final sweeping shall be done and all loose cover material removed just prior to the placement of the asphalt concrete overlay".

Section 4.10

A flush coat normally is not required for SAMI treatments and usually is not necessary for SAM treatments. However, for SAM treatments, it may be necessary in some instances such as if inadequate cover aggregate embedment results, for areas having little or almost no traffic (if placed on shoulders, some turn lanes, etc.), and when construction is very late in the summer and cold aggregate is involved.

Section 4.11

This item only included for SAMI treatments. For SAM projects, this section eliminated and the "Method of Measurement and Basis of Payment" indicated as Section 4.11.

1-5

9379

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: December 6, 1983

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Addendum to
Life Cycle Analysis Report
N. Jefferson-N. Albany Section

Background

In September 1983, I presented my initial life cycle report to you and the Paving Committee. Following that presentation, each member of the committee evaluated this analysis and recommended a design alternate. Their evaluations and recommendations are contained in Appendix A.

The initial report presented three alternates:

#1. Two-lane AC Overlay with periodic overlays and future 3rd lane.
#2. Two-lane CRPCC pavement with future 3rd lane.
#3. Three-lane CRPCC pavement today.

Following that report, I presented two subalternates that required a third lane addition at year-10 (#1-B and #2-B) rather than year-20 (#1-A and #2-A) as proposed under Alternates 1 and 2. This increased the number of alternates in the life-cycle analysis to five.

These five were then ranked under three financing options:

1. Interest Rate = Inflation Rate.
2. Interest Rate 4% less than Inflation Rate.
3. Interest Rate 4% greater than Inflation Rate.

Based on the design assumptions given in the original report, the alternates ranked as follows:

Financial Options

Rank	#1 Interest=0% Inflation=0%	#2 Interest=0% Inflation=4%	#3 Interest=4% Inflation=0%
1	#3	#3	#1-A
2	#1-A	#2-A	#1-B
3	#2-A	#2-B	#3
4	#1-B	#1-B	#2-A
5	#2-B	#1-A	#2-B

81-125-1367

Contains Recycled Materials

Paving Committee Comments

The Following table summarizes the selection of Paving Committee members:

	Alternate				
	1-A	1-B	2-A	2-B	3
John Scofield	X				
Jack Sullivan					X
Gordon Beecroft					X
Duane Christensen					X
Glenn Hossner		(No Alternate Selected)			

Clearly, the committee favors Alternate #3, the three-lane CRPCC pavement alternate. This alternate was also recommended in my original report and is supported by its ranking under the first two financing options which assume that (1) inflation and interest rates are equal or (2) inflation rates exceed interest rates by 4%.

Since writing the original report, I have had time to reconsider my conclusions from a strictly economic viewpoint. At the present time, I feel that Financial Option #3 should be used for a life cycle analysis. It assumes that we would borrow to finance the various projects. The interest rate would be 4% higher than the inflation rate. Under this assumption, Alternate 1-A has the lowest cost. Since we have bonding authority, this financial option cannot be disregarded.

Under it, Alternates 1-A, 1-B and 3 have the lowest annual costs. Inspection of these annual costs also shows that there is no clear cut "winner." The maximum difference in annual cost between these three is only $0.13M. For all practical purposes, we could assume that these alternates are substantially equal based on life cycle costs.

The decision on which alternate to construct, it would seem, should be based on non-life cycle considerations, such as:

1. Condition of existing pavement and urgency of repair.
2. Current traffic needs.
3. Condition of existing structures.
4. Anticipated quality of finished product.
5. Conservation of resources (materials and energy).
6. Overall needs of the Interstate System.

Appendix A contains each committee member's comments relative to some of these non-economic considerations. Therefore, I have not repeated them in this discussion.

Conclusions

In reviewing economic and non-economic factors, the Paving Committee appears to support the construction of a three-lane CRPCC pavement section. For the most part this selection was based on non-economic considerations since the life cycle analysis did not point to any one alternate as being "most economical."

Finance Option #3, where interest exceeded inflation by 4%, is recommended as the most valid of the three options presented. Future life cycle studies should use this "effective interest" rate approach.

SHM:ge

Attachment (Appendix A)

cc Gordon Beecroft w/att
Jack Sullivan "
Duane Christensen "
Glenn Hossner FHWA "
John Scofield "

APPENDIX A

FILE: MAT
1-5

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: October 11, 1983

FROM: Jack Sullivan, PE
Engineer of Materials

SUBJECT: Pavement Alternatives;
N. Jefferson-N. Albany

If traffic projections are correct for this section, then we should not wait until 2004 to add a third lane in each direction. Thus, alternatives 1A and 2A should not be considered.

Based on Steve's life cycle analyses, there is no meaningful difference between the annual costs for Alternative 1B and Alternative 3 for i = 4% and inflation = 0%. Since Alternative 3 ranks first under the other interest/inflation options, it should be the economical choice.

From a practical standpoint PCC has proven to be more durable than AC. PCC pavement may have a smoother initial ride, but it often deteriorates faster than PCC pavement. I would also question whether we can expect the AC overlay to last 10 years. Our recent experiences have not substantiated that. In addition, portland cement usage is more energy conserving in the long run. I would opt for Alternative 3 on this section of highway.

gs

1
Versteeg
Anderson
Adams
Macnab
Steedemeyer
Turpin
Trout
Walmsley

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Bring Up
Action

81-125-1367

STATE OF OREGON

RES

INTEROFFICE MEMO

TO: Steve Macnab
Specifications Engineer

DATE: October 11, 1983

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Life Cycle Analysis
N. Jefferson - N. Albany

Considering only the impact of state expenditures, I agree with your reasoning in using a 0% interest rate and a 4% inflation rate for the life cycle analyses. However, the user taxes, both state and federal, are personal expenditures that prevent us from saving that money and drawing interest on it. On the open market, interest rates exceed inflation rates by some amount and at the present time, that amount is around 4%, as used in your third option. In my view, the assumption that interest exceeds inflation by a nominal percentage is the valid analysis.

If it is agreed that Alternates 1A and 2A are invalid because of a capacity inadequacy after ten years, we might concentrate only on Alternates 1B, 2B, and 3. Of these, since the difference between Alternates 1B and 3 is only one percent assuming the interest rate exceeds the inflation rate by 4%, the choice between the two alternates would logically be strongly influenced by factors other than cost. I favor Alternate 3, the three-lane PCC reconstruction, for several reasons. The additional capacity will improve traffic flow from the time of construction even though that extra capacity may not be needed for several more years. Also, the concrete pavement will require less maintenance and therefore less obstruction to traffic in the future. Still another advantage is that when maintenance is needed, the extra capacity would permit a lane closure without creating a traffic bottleneck. Finally, one would achieve some benefit in longevity by having the traffic distributed over three lanes instead of two. To show the latter benefit might require a longer term analysis, but the benefit would be there.

GB:dp

cc: J. H. Versteeg
R. N. Bothman

1 Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Turpin
Trout
Walkerly

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125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: October 11, 1983

FROM: Duane O. Christensen
Field Operations Engineer

SUBJECT: Life Cycle Analysis
N. Jefferson-N. Albany

Steve Macnab did an excellent analysis of the life cycle costs associated with the southbound section of Interstate 5 between the North Jefferson Interchange and the North Albany Interchange.

The traffic counts on this section currently show it to be at a Level of Service B and it is projected to fall to a Level of Service C within five years. The State Highway Plan's desirable level for rural Interstate routes is a Level of Service B. With this in mind, the only viable alternatives for comparison are 1-B, 2-B and 3.

In Macnab's life cycle analysis options using three various interest vs. inflation rates, alternate 3 ranks number 1 in two of the options and number 2 in the other. It should be noted that in the option where it ranks number 2 there is only a difference of $10,000 per year, while in the other two options, alternative 3 is clearly the better by $210,000 per year and better.

Taking into account the above, the fact that only alternative 3 will maintain a Level of Service B (the other two will fall to a Level of Service C for approximately a five year period) and that the addition of a third lane and replacement of bridges in 1994 will be complicated by increased traffic. I recommend that Alternate 3 consisting of constructing a three-lane CRPCC section and replacement of bridges be selected for construction.

DOC:cb
JEF/ALB

1 Versteeg
Anderson
Adams
Macnab
Steudenmeyer
Turpin
Trost
Wolosky

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ROAD DESIGN SECTION

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81-125-1387

Subject: Life Cycle Analysis (Sept. 22 Report) 10/7/83
N. Jefferson - N. Albany
FHWA Comments

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1. Is the use of a 35 year life for CRCP without a major rehabilitation supportable by Oregon or National experience? 25 years may be more realistic.

2. It is our opinion that the time value of money should be a consideration in life cycle cost analysis. The easiest way to accomplish this is to use an interest rate that represents the real cost of capital, i.e. the actual rate of return on assets after inflation. This is sometimes called effective interest (interest rate - inflation rate). This "inflation-free" interest rate has ranged between 3.7% and 4.4% since 1966. The option 3 method of present worth analysis best represents this real cost of capital. While we acknowledge that the Federal dollars are not provided up-front to invest, as was discussed at our meeting, the money still has real value to the tax payer. Its very similar to a cost/benefit analysis. If the user saves money the agency does not directly receive the savings, however the people we serve receive a return on their investment.

3. There was some discussion at the meeting concerning the methods available for stabilizing the existing PCC for overlay under Alternative 1. It is our

understanding that the structural design for 1.) subsealing or jacking would require a 5" A.C. overlay while that for 2.) breaking and seating would require a 10" A.C. overlay. Which does this report represent and shouldn't we analyze both?

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
Highway Division

INTEROFFICE MEMO

LOC 16-3

TO: J. H. Versteeg
Road Design Engineer

DATE: October 14, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommendation for Rehabilitation
Project North Jefferson to North Albany

I have reviewed the alternate surfacing designs for this project, including the life cycle cost analysis, and recommend that we use the Asphaltic Concrete Overlay alternate. My reasons are:

1) The various inflation-interest rates do not clearly point to the C.R.P.C.C. overlay as being the most economical.

2) The current needs for Interstate 4R funds are very high. This is especially true when we consider the possibility of some preservation projects that need to be done in the very near future, such as: Azalea-Glendale, and Ladd Canyon-North Powder.

3) Delaying the third lane and structure replacements utilizes more of the life of the existing structures.

4) Overlaying this section with A.C., will bring it to a condition very similar to the northbound lanes.

5) The initial cost difference is very high. The cost estimate for rehabilitating this 9.8 mile long section, in one direction only, with 3-lanes of C.R.P.C.C., as Region 2 has it now, is well over $20 million.

With an A.C. overlay, we can incorporate some new slab stabilization techniques. We might also consider a thinner overlay thickness, with the knowledge that another rehabilitation would be necessary in 8-12 years.

JTS:ss

cc: Frank E. Terpin
Steve Macnab

Versteeg
Anderson
Adams
Macnab
Stredenmayer
Terpin
Trost
Wehrlig

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OCT 17 1983
ROAD DESIGN SECTION

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Bring Up
Action

9379

November 23, 1983

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

CON 5
#9379

Attention: Fred Hughes
Trust Coordinator

Gentlemen or Ladies:

Thank you for the Release of Claim dated November 16, 1983, stating that you have received $466.77 which satisfies the revised claim dated November 4, 1983.

You state this is in reference to the J. C. Compton Company Contract No. 9379 for work on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:kjm

cc: United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

J. C. Compton Company
PO Box 768
McMinnville, OR 97128

ED
NOV 23, 1983
kjm

CERTIFIED MAIL

United Pacific Insurance
P.O. Box 5669
Portland, Oregon 97228

J.C. Compton
P.O. Box 768
McMinnville, Oregon 97128

Oregon Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

State of Oregon
Secretary of State
Salem, Oregon 97310

Bogart Construction
87825 Huston Rd.
Veneta, Oregon 97487

United Pacific Insurance
33405 8th Ave. South
Federal Way, Washington 98003

RELEASE OF CLAIM

ON

PUBLIC WORKS BOND

Re: Oregon State Highway Division - Project #9379 - North Jefferson Interchange/
North Albany Interchange - Pacific Highway Bond #U-344592

This is to acknowledge receipt of $466.77, which satisfies the revised claim dated November 4, 1983.

DATED: November 16, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By _____
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

CERTIFIED
P226313423
MAIL

RECEIVED
NOV 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379

S 7

November 21, 1983

AGC-Operating Engineers Trust Funds
PO Box 4668
Portland, OR 97208

COM 5
#9379

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

Thank you for your letter of November 10, 1983, advising us that you have received $2,131.13 representing full payment of your claim for fringe benefits due the employees of Bogart Construction.

You state this is in reference to the J. C. Compton Company Contract No. 9379 for work on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave So. C-3000
Federal Way, WA 98003

J. C. Compton Company
PO Box 768
McMinnville, OR 97128

FKM:kjm

ED
11-21-83

AGC-OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

November 10, 1983

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attn: Robert W. Gormsen
Commission Services

Re: CON 5 #9379
Prime - J. C. Compton Co.
Project - #9379 N. Jefferson Interchange -
N. Albany Interchange Section of the
Pacific Highway in Marion & Linn Counties.
Surety - United Pacific Insurance Co.
Subcontractor - Bogart Construction Co.

Gentlemen:

Please be advised that we are now in receipt of $2,131.13 representing full payment of our claim for fringe benefits due the employees of Bogart Construction on the above project.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
cc: J. C. Compton
United Pacific Insurance Co.
Secretary of State
Bogart Construction Co.

RECEIVED
NOV 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

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Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

93'79

January 19, 1984

Crothers & Crandall
Attorneys at Law
960 Broadway St., NE, Suite 6
Salem, OR 97301

COM 5
#9379

Attention: William C. Crothers, Jr.

Gentlemen:

This will acknowledge your letter dated January 6, 1984, addressed to J.C. Compton Company concerning the following Highway Division contract. You have since indicated by phone that you wish to file this as a claim.

FILED BY:	Dale Clarembeau
AMOUNT:	$3,500
AGAINST (Prime contractor)	J.C. Compton Company
SUBCONTRACTOR:	Bogart Construction Co.
CONTRACT NO.:	9379
PROJECT:	N. Jefferson Interchange-N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland, Inc. of Ore.

We will advise the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

noted on card
1-19-84
kjm

Robert W. Cormsen
COMMISSION SERVICES

cc: J.C. Compton Company
PO Box 768
McMinnville, OR 97128

United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CROTHERS & CRANDALL
ATTORNEYS AT LAW

WILLIAM C. CROTHERS, JR., P.C.
DALE L. CRANDALL, P.C.

KATHLEEN A. EVANS

January 6, 1984

CERTIFIED MAIL

J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

Re: Contract #9379
Dale Clarambeau

Gentlemen:

This office represents Dale Clarambeau who was a subcontractor of Bogart-Construction Co. and on which J. C. Compton was the prime contractor.

There is still owed to Mr. Clarambeau the sum of $3,500.00, and these proceeds were assigned to him by Bogart Construction Co. and you were so notified but failed to pay that amount (paying only $100.00 on a $3,600.00 total sum).

Some mention had been made that Bogart had been paid $3,500.00 of this amount, but Mr. Clarambeau told you it had not been paid, and we are advised that the bonding company also told J. C. Compton not to pay the $3,500.00 to Bogart.

If $3,500.00 is not paid to Mr. Clarambeau within 10 days, we will have no choice but to initiate legal proceedings.

Very truly yours,

William C. Crothers, Jr.

WCC:js

cc: Dale Clarambeau

Bogart Construction Co.
87825 Houston Road
Venita, OR 97487

Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

30/ClarambBX

1-13-84
Gormsen talked to Crothers & Crothers wants us to file a claim on above.

RECEIVED
JAN - 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

960 BROADWAY STREET N.E. SUITE 6 SALEM, OREGON 97301 (503) 378-0225

9379

5

November 9, 1983

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

CON 5
#9379

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

This will acknowledge your Revised Notice of Claim dated November 4, 1983, changing the amount due on a previous claim dated September 6, 1983, to the amount of $466.77 which includes liquidated damages of $48.50 and interest of $9.37.

This was in connection with the J. C. Compton Company Contract No. 9379 for work on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties:

We note that you have mailed revised copies to the contractor, Secretary of State and the surety.

We will note this information in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
cc: United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

J. C. Compton Company
PO Box 768
McMinnville, OR 97128

NOTED IN CRMS
Nov. 9, 1983
kjm

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

REVISED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

RE: Oregon State Highway Division - Project #9379 - North Jefferson Interchange/
North Albany Interchange - Pacific Highway Bond #U-344592

To: United Pacific Insurance
1311 N.W. 31st Avenue
Portland, Oregon 97203

The Oregon Laborers Employers Trust Funds are hereby revising their previous claim dated September 6, 1983 on the above named project, to the amount of Four Hundred Sixty Six and 77/100 Dollars ($466.77), which includes liquidated damages of $48.50 and interest of $9.37.

DATED: November 4, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By _____
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: J.C. Compton
Oregon Department of Transportation
Secretary of State
Bogart Construction
United Pacific Insurance - Seattle, WA.

CERTIFIED
P226313411
MAIL

RECEIVED
NOV - 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379

5

Law Offices

HUSK GLEAVES SWEARINGEN LARSEN & POTTER

EDWARD A. BUTLER (1905-1981)
RONALD W. HUSK
VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE

WILLIAM S. WILEY
THOMAS B. RUSSELL
MARTHA J. RODMAN
J. LEE LASHWAY
KENNETH A. WILLIAMS
WILLIAM H. MARTIN
JANET D. ROBNETT
JON V. BUERSTATTE
FREDERICK A. BATSON

Eighth Floor
975 Oak Street
Eugene, Oregon 97401

Telephone
(503) 686-8833

Correspondence
P.O. Box 1147
Eugene, Oregon 97440

November 2, 1983

J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

Re: Notice of Claim dated May 23, 1983 filed by Farwest Rebar Co. against J. C. Compton Company (DOT contract number 9379) in connection with North Jefferson Interchange/ North Albany Interchange Section, Pacific Highway, Marion and Linn Counties

Gentlemen:

Farwest Rebar Co. has referred to this office the matter of the above-described claim. Farwest informs us it has been unsuccessful in attempting to collect the money due it. There remains due and owing to Farwest the sum of $73,616.12.

Unless payment is made to Farwest or other mutually agreeable arrangements are concluded within 10 days of the date of this letter, Farwest intends to initiate litigation in order to recover on the surety bond.

Sincerely,

Melvin J. Beck

MJB/bk

cc: Dale Fischer
Richard E. Jones
C. W. Cooley
Bob Cooper
Department of Transportation
United Pacific Insurance Co.

RECEIVED
DOT DIRECTOR
NOV 3 '83
REFER TO
FOR
Info | Invest | R/U | D/R | Sign | Act | File

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11-4-83

claim already filed 5/31/83

9379 CL 83-192

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 27 1983
NORMA PAULUS
SECRETARY OF STATE

September 20, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9379

Dale Clarambeau
215 Elma Avenue SE
Salem, OR 97301

Dear Mr. Clarambeau:

This will acknowledge your letter of September 15, 1983, concerning a claim against the following Highway Division contract:

FILED BY:	Dale Clarambeau
AMOUNT:	$3,600
FOR:	Stripping paint
AGAINST: (prime contractor)	J. C. Compton Company
SUBCONTRACTOR:	Pogart Construction Co.
CONTRACT NO.:	9379
PROJECT:	N. Jefferson Interchange- N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties.
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland, Inc. of Oregon

9-28-83 kjm

We will advise the surety and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

J. C. Compton Company
PO Box 768
McMinnville, OR 97128

BC: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Dale Claramoeau
215 Elma Ave Se.
Salem, Oregon 97301
Phone 3644897

Robert Gorensen
Dept. Transportion
Salem, Oregon 97310

Sept. 15 1983

Dear Sir:

I have not been paid for stripping the paint from guard rail on North Jefferson Intchge Job on I-5 for Bogart Construction Co. A sub contractor of J.C. Compton Co. on Oregon Highway Contract no. 9379 which we done in July of 1982,4000 lin ft @ .90 per lin ft. $3600.00.

I would appreciate your help in collecting this account.

Thank You

Dale Claramoeau

RECEIVED
SEP 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9377

bc: Secretary of State - Please advise of your filing number and date on the enclosed copy of this letter. Claim filed directly with you by AGC.

FILED
SEP 19 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1983

CL 83-188

IN REPLY REFER TO FILE NO.:
CON 5
#9379

AGC-Operating Engineers Trust Funds
PO Box 4668
Portland, OR 97208

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated September 7, 1983, from G & B Management Services, Inc., concerning the following Highway Division contract:

FILED BY:	G & B Management Services, Inc. (AGC - Operating Engineers Local 701 Trust Funds)
AMOUNT:	$1,887.22 together with liquidated damages of $206.30 plus interest
FOR:	Fringe benefits due to employees of Bogart Construction Co., working under the jurisdiction of International Union of Operating Engineers, Local 701
AGAINST (Prime contractor)	J. C. Compton Company
CONTRACT NO.:	9379
PROJECT:	North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland Inc. of Oregon

9-20-83 lym

We will adivse the surety and the prime contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office when the claim has been paid.

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co. J.C. Compton Company

731-0188

AGC-OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 336 011 945

September 7, 1983

CERTIFIED
P 336011 949
MAIL

United Pacific/Reliance
Insurance Companies
33405 8th Ave. S. C-3000
Federal Way, Wash. 98003

Re: Project: OSHD 9379 - N. Jefferson Interchange
North Albany Interchange - Pacific Hwy.
General: J. C. Compton Company
Surety: United Pacific Reliance Insurance Companies
Bond No: U 344592
Subcontractor: Donald J. Bogart dba Bogart Construction Company

Gentlemen:

Enclosed you will find a Notice of Claim regarding the above project. Copies of the Claim have been mailed to the Secretary of State, Oregon Department of Transportation, J. C. Compton Company, and Donald J. Bogart dba Bogart Construction Company.

We enclose a breakdown of the hours not reported. The amount due as of August 20, 1983 is $2,131.13.

We would appreciate hearing from you regarding this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator
BJW:lkp
cc: Delinquency Committee
Jerome B. Buckley, Jr.
Secretary of State #P336 011 946
Donald J. Bogart dba Bogart Construction Co. #336 011 947
J. C. Compton Co. #336 011 948
Department of Transportation #336 011 949
United Pacific Reliance Insurance Companies #336 011 950

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, Chairman
FRANK HASTIE, Vice Chairman
LLOYD BABLER, JR
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, Secretary
JIM RIDDERBUSCH, Vice Secretary
FRANCIS WICKLANDER
CHARLES WALLING

I.U.O.E. Local 701

AGC Oregon-Columbia Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

RECEIVED
SEP - 8 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

#336 011 949

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of DONALD J. BOGART dba BOGART CONSTRUCTION CO., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of ONE THOUSAND EIGHT HUNDRED EIGHTY SEVEN and 22/100ths DOLLARS, ($1,887.22) contributions, together with liquidated damages of TWO HUNDRED SIX and 30/100ths ($206.30) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about , bond no. U 344592 on which J. C. COMPTON COMPANY, is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and UNITED PACIFIC RELIANCE INSURANCE COMPANIES, is the surety, for that project known as CONTRACT NO. 9379, NORTH JEFFERSON INTERCHANGE - NORTH ALBANY INTERCHANGE - PACIFIC HWY., Marion and Line Counties, Oregon.

DATED: September 7, 1983

G & B Management Services, Inc.

Gary Harrison, Secty/Treas.
Administrator, AGC - Operating
Engineers Local 701 Trust Funds
PO Box 4668
Portland, Oregon 97208

RECEIVED
SEP - 9 1983
COMPTROLLER SERVICES
DEPARTMENT OF TRANSPORTATION

*Subject to revision

OPERATING ENGINEERS EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS - PER CERTIFIED PAYROLLS

Donald J. Bogart dba
Bogart Construction Company

OSHD: 9379 - North Jefferson Interchange - NOrth Albany Interchange - Pacific Hwy.

RECEIVED
SEP - 8 1983
SERVICES
COMMISSION
DEPT. OF TRANSPORTATION

	April	May	R/Chg	June	July	Total
Bogart, Gerald 544-36-6676	70.0	144.0		105.0	6.5	325.5
Thorne, Michael 542-70-4285	62.0	56.0				118.0
Total Del. Hours	132.0	200.0		105.00	6.5	443.5
Contributions:						
H & W @ $1.58	$208.56	$316.00	@$1.78	$186.90	$11.57	$ 723.03
Pension @ 1.47	194.04	294.00	@ 1.47	154.35	9.55	651.94
Training @ .10	13.20	20.00	@ .10	10.50	.65	44.35
CIAF @ .05	6.60	10.00	@ .07	7.35	.45	24.40
Vacation @ 1.00	132.00	200.00	@ 1.00	105.00	6.50	443.50
Sub Total	$554.40	$840.00		$464.10	$28.72	$1,887.22
Liquidated Dam.	59.78	88.00		50.68	7.84	206.30
*Interest	16.44	16.60		4.57	0.00	37.61
Total	$630.62	$944.60		$519.35	$36.56	$2,131.13

*Interest was calculated at 12% per annum for each delinquency through August 20, 1983.

9311 CL 83-173

5

bc: Secretary of State - Please advise us of our filing number and date of the attached claim on the enclosed copy of this letter. This was filed directly by Fred Hughes.

FILED
SEP 19 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9379

Oregon Laborers Employers Trust Funds
2929 N. W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

This will acknowledge the Notice of Claim dated September 6, 1983, addressed to United Pacific Insurance, Portland, concerning the following Highway Division contract:

FILED BY:	Oregon Laborers Employers Trust Funds
AMOUNT:	$939.28 which includes liquidated damages and interest
FOR:	Fringe benefits due employees of Bogart Construction Co. working under the jurisdiction of Oregon, Southern Idaho & Wyoming District Council of Laborers
AGAINST (prime contractor)	J. C. Compton Company
CONTRACT NO.:	9379
PROJECT:	N. Jefferson Interchange-N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland, Inc. of Oregon

9-20-83 kjm

We will advise the surety in Federal Way and the contractor of the receipt of this claim. We note you have forwarded it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

J. C. Compton Company
PO Box 768
McMinnville, OR 97128

731-0188

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

CERTIFIED
P22 6313320
MAIL

TO: United Pacific Insurance
1311 N.W. 31st Avenue
Portland, Oregon 97203

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Bogart Construction Co., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of Nine Hundred Thirty Nine and 28/100 Dollars ($939.28) which includes liquidated damages of Ninety Two and 18/100 Dollars ($92.18) and interest of Sixty Nine and 65/100 Dollars ($69.65) against Bond No. U-344592 which J.C. Compton is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and United Pacific Insurance is the surety for that project known as #9379 North Jefferson Interchange/ North Albany Interchange - Pacific Hwy., Marion and Linn Counties, Oregon.

DATED: September 6, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By Fred A. Hughes

Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: J.C. Compton
Oregon Department of Transportation
Secretary of State
Bogart Construction
United Pacific Insurance - Seattle, WA.

RECEIVED
SEP - 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9377

S

July 13, 1983

Jeff S. Triplett
515 NW 6th
Corvallis, OR 97330

The Risk Management Division of the Department of General Services has been contacted concerning your claim for damages to your vehicle occurring at the Millersburg exit of I-5 on March 1, 1983. A response from that office will be forthcoming.

The delay in responding to your letters was caused by an attempt by that office to determine whether the Oregon Highway Division or the contractor working on the I-5 bridge was responsible for the damage to your vehicle.

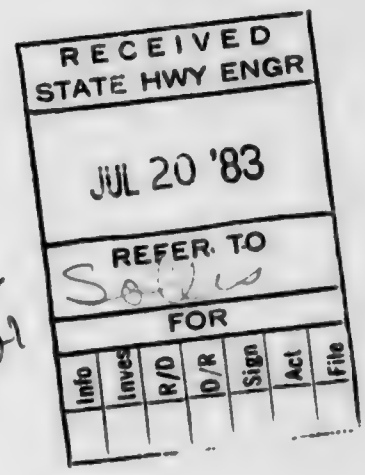
It is anticipated that you will receive payment on your claim in the near future. Thank you for your patience in this matter.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: William L. George
Highway Division



CW 7/21

DOT

RECEIVED
JUL - 1 1983
Governor's Office

June 30, 1983

PLEASE RETURN
ORIGINAL LETTER

Please prepare a response
for the Governor's signature
by 7-14
Thank you.

The Honorable Governor Atiyeh
The State Capital Building
Salem, Oregon

Dear Governor:

During the past 2½ months I have attempted to correspond with employees of the Oregon State Highway Department. Attached, you will find a copy of my initial correspondence outlining my concern, the response from the Department of General Services, and finally, my last letter requesting additional information from Mr. William C. George, Claims Representative, Risk Management Division.

To date, over 1 month later, I have not received any additional communication concerning my situation. It is as a result of this that I've written you. I'm not requesting assistance from you to pressure a favorable decision, but rather to request your assistance in facilitating a timely resolution to my concern.

Thank you.

Sincerely,

Jeff S. Triplett

Jeff S. Triplett
515 NW 6th
Corvallis, Oregon 97330

JST/rp

Enc.

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

RECEIVED
DOT DIRECTOR
JUL '83
REFER TO
Bell
FOR
Info | Invest | R/D | D/R | Sign | Act | File

for [illegible], please.

May 27, 1983

Mr. William L. George
Claims Representative
Risk Management Division
Dept. of General Services

Re: Claim # L14583

Dear Mr. George:

I received your letter on 4/23 and have been awaiting further communication from you. To date, however, I have not been contacted. Please advise me of the nature of your "investigation" into my "allegations", the anticipated time frame for their completion, and the anticipated date of resolution.

Please contact me should you desire additional information.

Thank you.

Sincerely,

Jeff S. Triplett

Jeff S. Triplett

VICTOR ATIYEH
GOVERNOR

Department of General Services

GENERAL SERVICES BUILDING, SALEM, OREGON 97310 PHONE 503—378-6315

April 20, 1983

Mr. Jeff S. Triplett
515 NW 6th Street
Corvallis, Oregon 97330

Re: Claimant: Jeff S. Triplett
Claim Number: L14583
Date of Loss: March 1, 1983

Dear Mr. Triplett:

Your letter of April 12, 1983, the original of which was forwarded to the Director of the Oregon State Highway Department, has been forwarded on to me for investigation and response.

I will be conducting an investigation into your allegations and will advise you in due course of our position.

Sincerely,

William L. George
Claims Representative
Risk Management Division

WLG:bs
6381E

April 12, 1983

Director
Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

Dear Sir:

I write to you with a belated, though none-the-less important issue. On Tuesday, March 1st, 1983, I was traveling south on I-5. It was after dark, and judging from the condition of the road, it had occasionally been rainy. As I approached the Millersburg Exit (Exit 238) ample information was given fortelling the detour ahead. Traffic conditions were moderate. As I approached the very poorly lighted exit a person with a light stood directing traffic. Not wanting to pass too closely to, or possibly even risk hitting him, I maneuvered my car slightly closer to the right shoulder line. Upon doing so I passed through what, under such poor lighting, appeared to be a mere pool of surface water.

This water turned out to be a very deep, abrupt pot hole, the likes of which I've never had the misfortune to hit before. The following damages resulted:

1. It ruined one tire (new tire - $39.95, plus $1.50 tax).
2. Bent the wheel rim (to fix the rim - no charge).
3. It disturbed the front-end alignment ($19.95).

The total repair costs amounted to $60.95. However, in all fairness, the ruined tire had approximately 15,000 miles on it. With a normal life expectancy of 40,000 this represents a loss of 62.50% or $24.96. However, realizing that other factors must be taken into account when considering tire life expectancy a loss of 50%, or $19.97 is more reasonable.

The appearance and hazard of the pot hole would have been more easily detected had better lighting been provided for the detour. Therefore, I am submitting to your office a bill for $39.92 ($19.95 for the alignment plus 50% of the replacement cost of the tire - $19.97).

Attached, is a photocopy of the bill detailing the services required to correct the damages plus their respective costs.

Thank you.

Sincerely,

Jeff S. Triplett

Jeff S. Triplett
515 N.W. 6th Street
Corvallis, Oregon 97330

Enc.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

G & J TIRE & AUTOMOTIVE, INC.

36130

326 N.W. 2ND ST., CORVALLIS, OREGON 97330 PHONE: 752-3445 752-3231

Truing • Balancing • Wheel Alignment • New, Used & Recaped Tires • Brake Service • Custom Wheels

DATE 3-3 1983

NAME	CUSTOMER ORDER #	SPEEDOMETER	CASH	ON ACCT	PAID OUT
Jeff S Triplett		55178			
ADDRESS	CITY		CHARGE	MDSE RETD	SOLD BY
211					

QUAN.	ITEM	LIST	NET	TOTAL
1	155 SR 13 Suburban Steel Belted			39 95
1	Tire			1 50
(CK)	Alignment			19 50

TERMS: Accounts due and payable 10th of the month following purchase. A service charge of 1 ½% per month (18% annual rate) will be charged on past due accounts. 50¢ minimum charge.

X _____ CUSTOMER SIGNATURE

TOTAL 60 95

4833 080 613 847

09/83•VISA

JEFF S TRIPLETT

US 034 356 766
G & J TIRE SERVICE
CORVALLIS OREGON

5302335

SALES DRAFT	DEPT. NO.	CLERK'S NO.	CLERK'S INIT.	U.S. BANK

QUAN.	DESCRIPTION	UNIT COST	AMOUNT
1	Tire		39 95
1	Tax		1 50
1	Allign		19 50

DATE	AUTHORIZATION CODE	SUB-TOTAL	
3-3-83		TAX	

I have received goods and/or services in the amount of the Total shown at the right. I agree to pay the card issuer the Total and all other authorized charges on the account as provided in the agreement furnished with this card.

X CARDHOLDER'S SIGNATURE Jeff S. Triplett TOTAL 60 95

RETAIN THIS COPY FOR STATEMENT VERIFICATION.

CARDHOLDER COPY

9379

Consent Calendar
#3a

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: July 6, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N. Jefferson Intch.-N. Albany Intch. Section
Pacific Highway, Marion and Linn Counties
Contract No. 9379

This Interstate project is nearing completion and it now appears that the final cost will exceed the project authorization by $423,500 or 10.2 percent.

This contract allowed restriction on the southbound S. Jefferson Interchange structure to one lane which is not sufficient to handle the traffic load at peak periods. Accelerated completion of the structure by some six months added nearly $170,000 to the cost of the project. It was necessary to avoid intolerable delays to the traveling public.

Upgrading of guard rail and shoulder barrier installations to current design standards for better protection of traffic added nearly $114,000 to the cost of the project.

Overruns in excavation, base, pavement removal and asphalt concrete mixture items added more than $241,000 to the cost of the project. These overruns occurred generally because quantities provided in the contract were insufficient to construct the project to the planned lines and grades.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $423,500 to a new total of $4,570,828.49. This matter will be on the consent calendar for the July meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: June 13, 1983

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
N. Jefferson Intch.-N. Albany Intch. Section
Pacific Highway, Marion and Linn Counties
Contract No. 9379

This Interstate project is nearing completion and it now appears that the final cost will exceed the project authorization by $423,500.00 or 10.2 percent.

This contract allowed restriction on the southbound S. Jefferson Interchange structure to one lane which is not sufficient to handle the traffic load at peak periods. Accelerated completion of the structure by some six months added nearly $170,000.00 to the cost of the project. It was necessary to avoid intolerable delays to the traveling public.

Upgrading of guard rail and shoulder barrier installations to current design standards for better protection of traffic added nearly $114,000 to the cost of the project.

Overruns in excavation, base, pavement removal and asphalt concrete mixture items added more than $241,000.00 to the cost of the project. These overruns occurred generally because quantities provided in the contract were insufficient to construct the project to the planned lines and grades.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $423,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
R. Nelson
R. D. Church
D. E. Swan

81-125-1367

Form E-372 (Rev. 13-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project N. Jefferson Intch.-N. Albany Intch. Date April 28, 1983

Highway Pacific Contract No. 9379

County Marion/Linn Kind of Work Grading, Paving, Structures, Signing Contractor J.C. Compton Co.

	Authorized	Estimated
Contract Amount	$3,378,868.55	4,213,278.42
Anticipated Items	308,995.00	-0-
Contingency (4½%)	165,953.86	21,800.00
Engineering	295,028.08	337,268.07 ~~337,060.00~~
Credits	1,518.00	1,518.00
PROJECT COST	4,147,328.49	4,570,828.49 ~~4,570,620.42~~
NET INCREASE $		423,500.00 ~~423,291.93~~ OR 10.2 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(c) BI #15	Stripe Removal	15,628	14,628
(c) BI #17	Cold Plane Pavement Removal	298,740	31,140
(c) BI #18	General Excavation	170,000	90,000
(c) BI #21	Treated Base Mixture	199,086.37	57,636.37
(c) BI #22	Cement Treated Base Mixture	72,400	11,760
(c) BI #23	Class B Asphalt Concrete	675,324	64,824
(c) BI #24	Asphalt Cement in Mixture	565,125	-24,750
(u) PA #7	Increase Coated Reinforcement	19,517.37	19,517.37
(u) PA #12	Acceleration of Construction	155,000	155,000
(u) PA #13	Remove & Replace Guardrail	113,887.50	113,887.50

Principal reasons for overruns (Continue on reverse side): B.I. #15 - Stripe Removal - principal reason relates to PA #12 and will be discussed therein.

(OVER)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Richard E. Nelson Resident Engineer

Noted by O. B. Jackmond For Construction ~~or Bridge~~ Engineer

Confirmed by Harold Wenzel Regional Engineer

Noted by H. J. Scheller ~~Deputy~~ or State Highway Engineer

SP*68727-734

B.I. #17 - Cold Plane Pavement Removal - contract plans included pavement removal on all the bridge decks. This was described by typical section and did not consider that several of the bridges are in close proximity to each other and "roller coaster" effect would be created. PA #3 documents $17,400 for between bridge removal.

B.I. #18 - General Excavation - planned excavation was as per a typical section, for ramp reconstruction. Plan quantities did not provide sufficient quantity to comply with typical.

B.I. #23 - Class "B" AC - contract provided for cold plane pavement removal of the travel lane A.C. and 1/2" of the underlying PCC. Nominal thickness of the A.C. was shown to be 3-1/2". Actual thickness was in excess of this amount in several areas. These areas and the additional removed areas between the bridges required restoration to grade, requiring additional material.

B.I. #24 - Asphalt Cement in Mix - contract quantity percentage is 6.5%. Mix design compliance requires an average 5.6%.

P.A. #7 - Adjustment in porportion of coated rebar was made to comply with current design policy. Adjustment of contract plan is documented in this P.A..

P.A. #12 - This agreement provided $45,000 compensation for that work and effort necessary to restore the structure at So. Jefferson interchange to 2 full lanes in the shortest possible time. The agreement also included a bonus/penalty incentive clause. Contractors completion accrued $110,000 bonus.

P.A. #13 - Contract plans provide for reconstruction and/or overlay of existing roadway sections, but did not provide for bringing guard rail to current design.

CL 83-102 9379

bc: Secretary of State - Please advise us of your filing date and number on the enclosed copy of this letter. Claim filed directly with you by attorney.

FILED
JUN 27 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9379

Paull & Barnett
Attorneys at Law
5441 SW Macadam Avenue
Portland, OR 97201

Attention: Mr. David S. Paull

Gentlemen:

This will acknowledge the Notice of Claim dated May 14, 1983, and received in our office June 15, 1983, on behalf of Oregon-Washington Carpenters, Employers Trust Funds, concerning the following Highway Division contract:

FILED BY:	Oregon-Washington Carpenters Employers Trust Funds
FOR:	Labor
AMOUNT:	$2,864.82 plus interest and attorney's fees
AGAINST (Prime contractor)	J. C. Compton Company
SUBCONTRACTOR:	Garland Pacific Construction Co.
CONTRACT NO.:	9379
PROJECT:	N. Jefferson Interchange-N. Albany Interchange Section, Pacific Hwy., Marion & Linn Cos.
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland, Inc. of Oregon

We note that you have filed this Claim directly with the surety, contractor and the Secretary of State.

Please advise this office when your client's claim has been paid.

NOTED ON CARD
ds 6/29/83

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

United Pacific Ins. Co.
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

NOTICE OF CLAIM

CERTIFIED
P 249 458 558
MAIL

TO: J. C. Compton Co., general contractor
1305 Lafayette Avenue
P.O. Box 768
McMinnville, Oregon 97128

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, South
C-3000
Federal Way, Washington 98003

Garland Pacific Construction Co., subcontractor
P.O. Box 13106
Salem, Oregon 97310

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $2,864.82, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for a reasonable attorney's fee, against the performance bond existing between United Pacific Insurance Co., as surety, and J. C. Compton Company, as principal, for employee benefit contributions, liquidated damages, contractual interest and contractual attorney's fees for carpentry-type labor performed on

the project identified below:

Project: North Jefferson Interchange - North Albany Interchange on Pacific Highway in Marion and Linn Counties

Bond No.: U344592

Contract No: 9379

DATED this 14th day of May, 1983

PAULL & BARNETT

By: _____
David S. Paull,
of Attorneys for the
Oregon-Washington Carpenters
Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 14th day of May, 1983.

_____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-29-86

PAULL & BARNETT
ATTORNEYS AT LAW
208 BAILEY BUILDING
5441 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201
221-0077

RECEIVED
JUN 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379

8

Hansen & Rowland

Insurance Brokers and Consultants

files

June 16, 1983

State of Oregon
Department of Transportation
121 Transportation Building
Salem, OR 97310

RE: OSHD Contract 9379
F. A. Project No. IR-I-5-4(87)235
Project: N. Jefferson I/C-N. Albany I/C
Highway: Pacific
County: Marion-Linn
Contractor: J. C. Compton Company

Gentlemen:

In respect to our interest as Surety you are hereby authorized to release to J. C. Compton Company all or part of such retainage which you are holding and is due them on Contract 9379 .

Thank you.

Sincerely,

UNITED PACIFIC INSURANCE COMPANY

Tomi Lou Smith

Tomi Lou Smith, Attorney-in-Fact

6/21/83 mlj to Jan Peterson for handling

CC/ Richard Nelson
855 Airport Road
Building 35
Salem, OR 97310

Alan Hay, Vice President
J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

RECEIVED
JUN 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1981 N. Jefferson Int.-N. Albany 937
Int. Sec. of the Pacific Highway
(grad., pav., struc., sign.) #1

RR1044 10/16/81

9217 CL 83-79

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 3 1983
NORMA PAULUS
SECRETARY OF STATE

May 31, 1983

CON 5
#9379

RECEIVED
JUN 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Farwest Rebar Co.
P.O. Box 889
Eugene, OR 97440

Attention: Richard E. Jones
Executive Vice President & General Manager

Gentlemen:

This will acknowledge your Notice of Claim dated May 23, 1983, concerning the following Highway Division contract:

NOTED ON CRD
6-3-83 BK

FILED BY:	Farwest Rebar Company
AMOUNT:	$97,488.92
FOR:	Labor and Material
AGAINST (Prime contractor)	J. C. Compton Company
CONTRACT NO.:	9379
PROJECT:	N. Jefferson Interchange- N. Albany Interchange Section, Pacific Highway, Marion and Linn Counties.
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: J. C. Compton Company
P. O. Box 763
McMinnville, OR 97128

United Pacific Insurance Co.
33405 - 8th Avenue, S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF CLAIM

(Oregon Public Works)

TO: OREGON DEPARTMENT OF TRANSPORTATION
Attention: Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned FARWEST REBAR CO. has a claim for FABRICATED REINFORCING STEEL, MESH AND CADWELDS AS PER PLANS AND SPECIFICATIONS, FURNISHED AND INSTALLED BY FARWEST REBAR CO. in the sum of NINETY SEVEN THOUSAND FOUR HUNDRED EIGHTY EIGHT DOLLARS AND NINETY TWO CENTS ($97,488.92) against the bond taken from J. C. COMPTON COMPANY as principal and UNITED PACIFIC INSURANCE COMPANY as surety or sureties for the work of the NORTH JEFFERSON INTERCHANGE, NO. ALBANY INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES, OREGON.

Dated this 23rd day of May, 1983.

FARWEST REBAR CO.
P. O. Box 889
Eugene, Oregon 97440

RICHARD E. JONES
Executive Vice President
and General Manager

CERTIFIED
P 227 163 355
MAIL

RECEIVED
MAY 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379 . CL 83-79

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAY 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 6, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9379

FILED
MAY 9 1983
NORMA PAULUS
SECRETARY OF STATE

Farwest Rebar Co.
P.O. Box 889
Eugene, OR 97440

Attention: Richard E. Jones
Executive Vice President and General Manager

Gentlemen:

This will acknowledge the Notice of Claim dated April 11, 1983, concerning the following Highway Division contract:

NOTED ON CAL
5-13-83 BK

FILED BY:	Farwest Rebar Co.
AMOUNT:	$82,876.36
FOR:	Labor and Material
AGAINST (Prime contractor)	J. C. Compton Company
CONTRACT NO:	9379
PROJECT:	Work on North Jefferson Interchange-N. Albany Interchange Section of Pacific Highway in Marion & Linn Co.
SURETY:	United Pacific Insurance Company
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: J. C. Compton Co.
P.O. Box 768
McMinnville, OR 97128

United Pacific Ins. Co.
33405-8th Ave., S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF UNPAID CLAIM
(Oregon Public Works)

TO: OREGON DEPARTMENT OF TRANSPORTATION
Attention: Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of Eighty-Two Thousand Eight Hundred Seventy Six Dollars and Thirty-Six Cents ($82,876.36), through March 31, 1983, (subsequent billing invoices to follow), against the bond posted by J. C. COMPTON, P. O. Box 86, McMinnville, Oregon 97128, as principal, and UNITED PACIFIC, as surety, for FABRICATED REINFORCING STEEL, MESH AND CADWELDS AS PER PLANS AND SPECIFICATIONS, FURNISHED AND INSTALLED for the work of the NORTH JEFFERSON INTERCHANGE, NORTH ALBANY INTERCHANGE, SECTION OF THE PACIFIC HIGHWAY, MARION AND LINN COUNTIES, OREGON, and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 11th day of April, 1983.

FARWEST REBAR CO.
P. O. Box 889
Eugene, Oregon 97440

Richard E. Jones
Executive Vice President and
General Manager

CERTIFIED
P03 6419353
MAIL

RECEIVED
APR 1 ? 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9379

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-17-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-I-5-4(87)235
2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10178

2A. COUNTY NAME: Linn & Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/19/82	Interstate 5	Primary 1

10. GENERAL LOCATION:

North Jefferson Interchange - North Albany Interchange

11. GENERAL DESCRIPTION OF WORK:

Revised Force Order

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the revised force account - SFO #6 Supplement #1 at a TEC of $2,000 Federal Funds $1,844.

(Total cost of SFO #6	$2,500	F.F. $2,305
Supplement #1	2,000	1,844
Revised Cost	$4,500	$4,149)

RECEIVED
STATE HWY ENGR
JAN 19 '83

Drug to 1/20

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/17/83	A. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9379

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-17-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

		1. FEDERAL-AID PROJECT NO. IR-I-5-4(87)235
		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Linn and Marion
	5. ITEM NO. 10178	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/29/82	Interstate 5	Primary 1

10. GENERAL LOCATION:

North Jefferson Interchange - North Albany Interchange

11. GENERAL DESCRIPTION OF WORK

Emergency traffic control

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN XXXXXXXXX XXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/29/82 as requested in Mr. Keasey's letter of 1/6/83 as being in the pub[illegible] interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $20,000 Federal Funds $18,440.

RECEIVED
STATE HWY ENGR
JAN 19 '83

orig to 1/20

REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/17/83	J. K. Haasner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9379

January 14, 1983

Thomas R. Minch
11670 S. W. 12th
Beaverton, OR 97005

CON 21

Your letter of December 15 to Anthony Yturri, Chairman of the Transportation Commission, has been referred to me for reply.

It is true that this project involving repairs to the South Jefferson Interchange Section of I-5 has created some problems, including occasional interruption of traffic.

The Highway Division devoted considerable study to this badly needed project prior to the letting of the contract. Several critical factors were carefully weighed.

Work was started in the fall, for example, when traffic volumes would be lower than during the summer-oriented tourist season.

A detour structure was considered, but the concept was abandoned when the cost was determined to be in the range of $750,000. This cost was considered excessive to avoid a situation that occurs for only a few hours once or twice a week. Studies show the problem periods to be from 3 to 7 p.m. on Fridays and from 3 to 6 p.m. on Sundays.

To build the detour structure would also have required an additional permit from the railroad, a difficult, time-consuming process, because it would have crossed their tracks.

Considerable publicity was given to the possible holdup of traffic on that weekend because of the Oregon-Oregon State football game. It was carried on most radio stations and in all the major newspapers serving the area. An additional news release informing the public of the problem was distributed on January 6. A copy is enclosed.

To speed construction, the contractor has been offered a bonus for every day he finishes the work prior to May 1 and a penalty for every day the work continues after that date.

The Highway Division plans to install advance warning signs and to have personnel on hand to divert traffic when a jam appears imminent.

We apologize for the inconvenience you and others experienced.

Fred D. Miller
Director

Enc. Anthony Yturri
GB:bb fn

bc H. S. Coulter
C. O. Fredrickson
George Bell

December 15, 1982

Mr. Anthony Yturri, Chairman
Transportation Commission
Salem, Oregon 97310

Dear Mr. Yturri:

I am writing to you about the disastrous situation on the I-5 junction with the South Jefferson interchange.

My understanding is that the bridge deck is deteriorating and the approach panels to the bridge are under construction. I-5, southbound, has been narrowed down to one lane causing this traffic flow problem.

I do not understand why a busy interstate highway does not always have a continuous two-lane traffic flow. Also, signs should be posted and media coverage more extensive.

I was traveling south from Salem on Sunday evening, November 28th, and got into this monumental traffic jam several miles from the junction. It took me over two hours to go from Salem to Corvallis. At one point, we moved four miles in 45 minutes. Coming back on I-5, northbound, about one hour later, the backup of traffic was about eight miles, barely moving, and bumper to bumper.

My car and many others heated up or broke down as a result of this situation. Another factor to be considered in an energy, conservation-oriented society was the gasoline wasted in autos waiting in line along with our patience. It appears the cost-benefit factor is not effective.

Definite steps need to be taken to correct this situation. I am sure this created more problems than highway engineers anticipated. A response from your department on this matter would be greatly appreciated.

Very truly yours,

Thomas R. Minch

Thomas R. Minch
11670 S. W. 12th
Beaverton, Oregon 97005

9379 1-3-83 B

Attachment "A" P.A. #12 Contract No. 9379

N. Jefferson Intch. - N. Albany Intch. - Prefix 622-1007

Acceleration "A": shall be paid when the Contractor has mobilized and provided a work force of not less than 10 persons to achieve compliance with the attached schedule.

Acceleration "B": shall be paid on the next regular progress estimate subsequent to payment of Acceleration "A", providing the work is progressing, as determined by the Engineer, in substantial compliance with the attached schedule, or revised schedule if approved by the Engineer.

Acceleration "C": shall be paid on the next regular progress estimate subsequent to payment of Acceleration "B", providing the work is progressing, as determined by the Engineer, in substantial compliance with the attached schedule, or revised schedule if approved by the Engineer.

Time of Completion Bonus Payment and Liquidated Damages

Time is of the essence of the above hereinbefore described acceleration of construction work on Bridge No. 8133B.

The provisions of sections 108.08 and 108.10 of the original contract Special Provisions and Standard Specifications remain in full force and effect except as modified hereafter:

9379

B

Attachment "A" P.A. #12 Contract No. 9379

N. Jefferson Intch. - N. Albany Intch. Prefix 622-1007

108.08 Contract time for completion of work

The acceleration of deck replacement work provided for under this agreement shall be completed and all travel lanes restored to traffic by April 30, 1983.

108.10 Failure to complete on Time and Liquidated Damages

Special Liquidated damages of $ 2,500 per day will be paid the State for each day after April 30, 1983 until all travel lanes are restored over Bridge No. 8133B. In addition, the State will pay the Contractor, as a bonus, the amount of $ 2,500 per day for each day before April 30, 1983 that all travel lanes are restored to traffic over Bridge No. 8133B.

Other Provisions

The Contractor here-in agrees to provide sufficient work force and employ such methods required to complete the work as soon as possible. These methods shall include those provisions as specified in subsection 504.45 "Concreting in Cold Weather", inclusion of an approved water reducing admixture, and working in inclement weather.

9379

Attachment "A" P.A. #12 Contract No. 9379

N. Jefferson Intch. - N. Albany Intch. Prefix 622-1007

Traffic may be placed on the deck as soon as a compressive strength of 3,300 p.s.i. has been attained, and not less than 14 calendar days have elapsed.

The Contractor here-in agrees this agreement is complete satisfaction for all losses and impacts, actual or anticipated, as may have been caused by the suspension of work issued December 8, 1982 and effective through January 3, 1983, and is complete satisfaction of all costs and impacts caused by this accelerated schedule.

All other contract provisions, not specificly modified by this agreement, remain in full force and effect. Those dates as specificly identified in this agreement shall be considered for adjustment for reasons as identified in subsection 108.09 of the standard specifications.

Consent of Surety *We as Surety do hereby consent to Price Agreement No. 12 as outlined herein.*

UNITED PACIFIC INSURANCE COMPANY

Tomi Lou Smith

Tomi Lou Smith, Attorney-in-Fact

Dated January 3, 1983

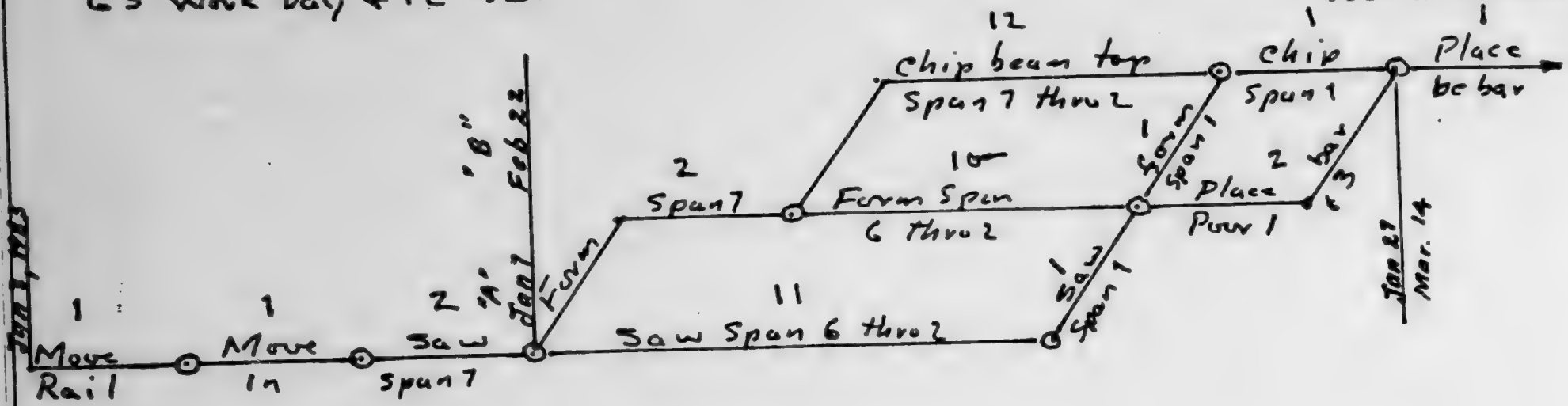
Attachment "B" P.A. #12 Contract NO. 937

N. Jefferson Intch. - N. Albany Intch.

Prefix 622-100

Jan 4 to April 1, 1983

63 Work Day + 12 Sat



Total 36 day

Stage A

Stage B Total 34 day

GARLAND PACIFIC CONSTRUCTION CO.
Equal Opportunity Employer
P.O. Box 13106
506 Snow White Way SE
SALEM. OREGON 97309
503-581-5072

JOB North Jefferson Intchg

SHEET NO ____ OF ____

CALCULATED BY ____ DATE ____

CHECKED BY ____ DATE ____

SCALE ____

9379

9379

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-23-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-I-5-4(87)235

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10178

2A. COUNTY NAME: Linn & Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/19/82

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

North Jefferson Interchange - North Albany Interchange

11. GENERAL DESCRIPTION OF WORK

Emergency repairs to AC pavement in shoulder area used as "traffic lane"

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of your project agreement if additional funds are required, I approve the advance authorization date of 10/19/82 as requested in Mr. Keasey's letter of 11/18/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $2,500 Federal Funds $2,305.

RECEIVED
STATE HWY ENGR
NOV 30 '82

REFER TO
Maintenance
FOR (

Info	Invest	R/D	D/R	Sign	Act	File

Orig to 11/30

14. DATE: 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Keasey

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9379

B

November 17, 1982

V. Smith
2105 NE 59th Ave.
Portland, OR 97213

The State Highway Division advises that the one-lane restriction you encountered on your way to the Notre Dame-Oregon football game was necessary for reconstruction work in progress. The work includes removal and replacement of the bridge deck and sections of the roadway on both ends of the structure. The existing deck is in urgent need of repair as sections have broken through. The only prudent solution is a new deck.

This work requires closing the work area to traffic. When you passed through the area, the roadway section had been removed. Work is now progressing on its restoration.

News releases were issued a week in advance of the restriction, and traffic has mostly been passing through the section with minor slowdown and inconvenience.

I regret you missed the kickoff, but I am sure you understand the need to proceed with this needed work. I wish there were a way to accomplish the work without any inconvenience; but in this case, the way isn't apparent, and I would ask for your patience.

Thank you for bringing your concerns to my attention.

Sincerely,

Victor Atiyeh
Governor

VA:bb

cc: C. O. Fredrickson
R. E. Nelson

bc: Hwy Division

RECEIVED
STATE HWY ENGR
NOV 26 '82
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VJ
11/24

DOT

Oct 21, 1982

0 237

RECEIVED
OCT 29 1982
Governor's Office

Please prepare a response
for the Governor's signature
by 11-1
Thank you.

Gov. Vic Atiyeh
Salem, OR - 97310

PLEASE RETURN ORIGINAL TO

Dear Sir:

We were some of the many who missed the kick-off of the NDOregon game because of the bluepeckers of the Hackamore Kept! Clackamas can free-way to one lane north. Snow my previous needs, nothing had been started, only the detour placed to divert traffic. We left 1 hour early to observe time for the regular evening but this fools detour backed traffic from the half way to Albany to

cont

Salem. Later pictures showed the trooper backed up by all Salem. My motive to appoint or never ever getting.

If you cannot straighten out the highway dept by election time, perhaps we need a change.

Vance Smith

RECEIVED
DOT DIRECTOR
NOV 2 '82
REFER TO
Bell
FOR
DIR | DEP | ASST | ASST | SEC | Act | File

9377

1-5

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO TO FILES

DATE: October 24, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Temporary use of the outside shoulder N. Jefferson–N. Albany Section.

I have looked at the possibility of shifting the southbound traffic, to the right, onto the outside shoulder, during Stage I of the project to place a C.R.P.C.C. overlay on this section.

The current shoulder is 1½" ± A.C. over an aggregate base. This will not handle the freeway traffic for the estimated one year period for Stage I. It would have major failures in the first week or two.

Removing 6 inches of the existing A.C. and base and placing 6 inches of A.C. will provide a one year service.

This is a minimal design and assumes some minor maintenance repair will be required.

JTS:ss

cc: Dick Leu
R. Nelson - Attn: John Read

1 Versteeg ✓
Anderson
3 Adams
Macnab
Stoudenmeyer
2 Terpin ✓
Trout
Wakerlig

RECEIVED
OCT 24 1983
ROAD DESIGN SECTION

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25-1387

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1-5

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
Highway Division

INTEROFFICE MEMO

LOC 16-3

DATE: October 14, 1983

TO: J. H. Versteeg
Road Design Engineer

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommendation for Rehabilitation
Project North Jefferson to North Albany

I have reviewed the alternate surfacing designs for this project, including the life cycle cost analysis, and recommend that we use the Asphaltic Concrete Overlay alternate. My reasons are:

1) The various inflation-interest rates do not clearly point to the C.R.P.C.C. overlay as being the most economical.

2) The current needs for Interstate 4R funds are very high. This is especially true when we consider the possibility of some preservation projects that need to be done in the very near future, such as: Azalea-Glendale, and Ladd Canyon-North Powder.

3) Delaying the third lane and structure replacements utilizes more of the life of the existing structures.

4) Overlaying this section with A.C., will bring it to a condition very similar to the northbound lanes.

5) The initial cost difference is very high. The cost estimate for rehabilitating this 9.8 mile long section, in one direction only, with 3-lanes of C.R.P.C.C., as Region 2 has it now, is well over $20 million.

With an A.C. overlay, we can incorporate some new slab stabilization techniques. We might also consider a thinner overlay thickness, with the knowledge that another rehabilitation would be necessary in 8-12 years.

JTS:ss

cc: Frank E. Terpin
Steve Macnab

1 Versteeg ✓
Anderson
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3 Macnab MA
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81.125.1387

9379

FILE: MAT 1-5

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: October 11, 1983

FROM: Jack Sullivan, PE
Engineer of Materials

SUBJECT: Pavement Alternatives;
N. Jefferson-N. Albany

If traffic projections are correct for this section, then we should not wait until 2004 to add a third lane in each direction. Thus, alternatives 1A and 2A should not be considered.

Based on Steve's life cycle analyses, there is no meaningful difference between the annual costs for Alternative 1B and Alternative 3 for i = 4% and inflation = 0%. Since Alternative 3 ranks first under the other interest/inflation options, it should be the economical choice.

From a practical standpoint PCC has proven to be more durable than AC. PCC pavement may have a smoother initial ride, but it often deteriorates faster than PCC pavement. I would also question whether we can expect the AC overlay to last 10 years. Our recent experiences have not substantiated that. In addition, portland cement usage is more energy conserving in the long run. I would opt for Alternative 3 on this section of highway.

gs

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81-125.1307

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Subject: Life Cycle Analysis (Sept. 22 Report) 10/7/83
N. Jefferson - N. Albany
FHWA Comments

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OCT 11 1983
ROAD DESIGN SECTION

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1. Is the use of a 35 year life for CRCP without a major rehabilitation supportable by Oregon or National experience? 25 years may be more realistic.

2. It is our opinion that the time value of money should be a consideration in life cycle cost analysis. The easiest way to accomplish this is to use an interest rate that represents the real cost of capital, i.e. the actual rate of return on assets after inflation. This is sometimes called effective interest (interest rate - inflation rate). This "inflation-free" interest rate has ranged between 3.7% and 4.4% since 1966. The option 3 method of present worth analysis best represents this real cost of capital. While we acknowledge that the Federal dollars are not provided up-front to invest, as was discussed at our meeting, the money still has real value to the tax payers. Its very similar to a cost/benefit analysis. If the user saves money the agency does not directly receive the savings, however the people we serve receive a return on their investment.

3. There was some discussion at the meeting concerning the methods available for stabilizing the existing PCC for overlay under Alternative 1. It is our

understanding that the structural design for 1.) subseating or jacking would require a 5" A.C. overlay while that for 2.) breaking and seating would require a 10" A.C. overlay. Which does this report represent and shouldn't we analyze both?

93.79

1-5

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

DATE: September 22, 1983

TO: J. H. Versteeg
Road Design Engineer

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Life Cycle Analysis
N. Jefferson-N. Albany

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Purpose

This report presents an economic analysis of Design Alternates for the section of Interstate 5 between the North Jefferson Interchange and the North Albany Interchange. The alternates are compared on an Annual Cost basis because of variations in the study period between alternates.

General

The existing southbound lanes of I-5 between N. Jefferson Interchange and N. Albany Interchange were built in 1958 using jointed PCC. In addition to the pavement, approximately 13 structures were built on the mainline.

This section of pavement is 25 years old and has started to fail. Maintenance costs have escalated in recent years, suggesting that major repairs or reconstruction is warranted.

Traffic and Level of Service

Our Traffic Section has taken a preliminary look at the traffic counts on this section. They indicate that we are currently at Level of Service B but will drop to Level of Service C within five years. Within 17 years, they project a drop to Level of Service D.

Addition of a third lane 20 years from now would return this section to Level of Service B. This level has been selected in the State Highway Plan as the desirable level for rural Interstate routes.

Structures

There are 13 mainline structures that are approximately 25 years old. One structure at the S. Jefferson Interchange has already undergone deck reconstruction. Although the remaining structures

are not all in immediate need of such work, the Bridge Section feels that major reconstruction will be needed within the next 20 years.

Design Alternates

Considering the projected decline in Level of Service and need to make major repairs to the existing structures, during the next 20 years, three alternates have been selected for a life cycle analysis.

Alternate No. 1

Stage construct an AC overlay in 1984 using a one-lane closure for handling traffic. Repair and stabilize the existing PCC pavement. Repair existing bridge decks. Place waterproofing membranes and jack the structures as needed to meet grade.

In 10 years, construct a three-inch AC overlay after first roto-milling 1-1/2 inches of existing AC out of the travel lanes.

In 20 years, construct a similar three-inch overlay after first adding an additional travel lane and rebuilding all of the structures to accommodate three-lanes.

The study period for this alternate is 30 years. A salvage value for the remaining life in the new structures has been assigned a value of 35/45 of the original replacement cost, assuming a 45-year service life for the structures.

Alternate No. 2

In 1984, construct a two-lane continuously reinforced PCC section and a two-lane median detour to handle traffic. Structure work would be the same as in Alternate 1.

In 20 years, construct a third lane of CRPCC pavement and rebuild all of the structures to accommodate three-lanes.

The study period for this alternate is 35 years. A salvage value for the remaining life in the third CRPCC lane and bridges has been assigned as follows:

(1) Third lane - 20/35 of original cost.

(2) Bridges - 30/45 of original cost.

This assumes a service life of 35 years for the pavement and 45 years for the structures.

Alternate 3

In 1984, construct a three-lane CRPCC section and replace all of the bridges to accommodate three lanes.

The study period for this alternate is 35 years. No salvage was assigned to the pavement but a salvage value of 10/45 of the original bridge cost was assigned to the structures.

Comparison of Alternates

Tables 1 and 2 provide a ready comparison of the three alternates in terms of construction features and 1984 costs for those features, respectively. Table 3 compares the Annual Cost for the three alternates, using three different financing options. This was done to determine their sensitivity to differing economic conditions.

Option 1 assumes that there is no difference between the interest rate and the inflation rate. Option 2 assumes that the inflation rate exceeds the interest rate by 4%. Option 3 assumes that the interest rate exceeds the inflation rate by 4%.

Analysis of Alternates

Table 4 shows the relative ranking of the three alternates with respect to the three financing options that were assumed. It is apparent that Alternate 3 is the lowest cost alternate as long as the interest rate is less than or equal to the inflation rate. At some point where interest exceeds the inflation rate, Alternate 1 becomes least costly.

Of the three financing options, the second one (inflation greater than interest) most closely models Federal-aid financing. We do not have money up front from FHWA which can be invested. Therefore, it is reasonable to assume that construction cost will always inflate faster than any income we might receive from invested State funds.

It should be noted that Option 2 only assumes an average inflation rate of 4% over the next 30-35 years. This may prove too low. Any increase in the inflation rate would make Design Alternate 3 more attractive.

Conclusion

Future traffic volumes will require construction of a third lane in the next 20 years if Level of Service B is to be maintained. Reconstruction or major rehabilitation of 12 existing structures will also be required during that period.

Based on these assumptions of future need and the assumption that inflation will exceed interest rates an average of 4% over the next 30 years, Design Alternate 3 appears to be the least costly. Alternate 2 is the next desirable design but will cost approximately 60% more on an annual cost basis than Alternate 3.

SHM:ja

Attachments

TABLE 1

Comparison of Construction Elements

	Alt. #1 2-Lane AC O'Lay	Alt. #2 2-Lane CRPCC Reconst.	Alt. #3 3-Lane CRPCC Reconst.
AC O'lay in 1984	X		
2-Lane CRPCC in 1984		X	
3-Lane CRPCC in 1984			X
Bridge Reconst. in 1984			X
AC O'lay in 1994	X		
AC O'lay in 2004	X		
Bridge Reconst. in 2004	X	X	
Add 3rd Lane in 2004	X	X	

TABLE 2

Comparison of Construction Costs
(in 1984 Dollars)

	Alt. #1 2-Lane AC O'Lay	Alt. #2 2-Lane CRPCC Reconst.	Alt. #3 2-Lane CRPCC Reconst.
AC O'lay in 1984	$7.9 M		
2-Lane CRPCC in 1984		$16.3 M	
3-Lane CRPCC in 1984			$19.2 M
Bridge Reconst. in 1984			
AC O'lay in 1994	$1.7 M		
AC O'lay in 2004	$1.7 M		
Bridge Reconst. in 2004	$5.6 M	$ 5.6 M	
Add 3rd Lane in 2004	$5.6 M (AC)	$ 9.5 M (CRPCC)	
Salvage Value* @ end of Period	($7.6 M)	($ 9.2 M)	($1.0 M)

* Salvage was based on straightline depreciation using the following Service Life: Bridges - 45 years; CRPCC - 35 years.

TABLE 3

Comparison of Annual Costs

	Life Cycle Analysis Options		
	Interest =0% Inflation=0%	Interest =0% Inflation=4%	Interest =4% Inflation=0%
Alternate #1 2-Lane AC O'Lay	$0.63 M	$1.06 M	$0.85 M
Alternate #2 2-Lane PCC Reconst.	$0.65 M	$0.85 M	$1.02 M
Alternate #3 3-Lane PCC Reconst.	$0.52 M	$0.52 M	$0.98 M

TABLE 4

Relative Ranking of Alternates

Rank			
1	#3	#3	#1
2	#1	#2	#3
3	#2	#1	#2

Subject: Life Cycle Analysis
N. Jefferson - N. Albany (SB)

Attached are revised tables to the original report. Two new alternates have been added to reflect construction of a third lane and new bridge in the 10th year rather than the 20th year. Since they are a variation of alternate 1 & 2 they have been numbered 1-B and 2-B.

Steve

TABLE 1

Comparison of Construction Elements

	Alt. #1-A 2-Lane AC O'lay	Alt. #1-B 2-Lane AC O'lay	Alt. #2 2-Lane CRPCC Reconst.	Alt. #2-B 2-Lane CRPCC Reconst.	Alt. #3 3-Lane CRPCC Reconst.
AC O'lay in 1984	X	X			
2-Lane CRPCC in 1984			X	X	
3-Lane CRPCC in 1984					X
Bridge Reconst. in 1984					X
3rd Lane & Br. Recnst in 1984		X		X	
AC O'lay in 1994	X				
AC O'lay in 2004	X	X			
Bridge Reconst. in 2004	X		X		
Add 3rd Lane in 2004	X		X		

TABLE 2

Comparison of Construction Costs
(in 1984 Dollars)

	Alt. #1-A 2-Lane AC O'Lay	Alt. #1-A & #1-B	Alt. #2-A 2-Lane CRPCC Reconst.	Alt. #2-A & #2-B	Alt. #3 2-Lane CRPCC Reconst.
AC O'lay in 1984	$7.9 M	7.9M			
2-Lane CRPCC in 1984			$16.3 M	16.3M	
3-Lane CRPCC in 1984					$19.2 M
Bridge Reconst. in 1984		15.1M		15.4M	
3rd Lane & Br Reconst in 1994					
AC O'lay in 1994	$1.7 M	1.7M			
AC O'lay in 2004	$1.7 M	2.5M			
Bridge Reconst. in 2004	$5.6 M		$ 5.6 M		
Add 3rd Lane in 2004	$5.6 M (AC)		$ 9.5 M (CRPCC)		
Salvage Value* @ end of Period	($7.6 M)	5.3M	($ 9.2 M)	5.2M	($1.0 M)

* Salvage was based on straightline depreciation using the following Service Life: Bridges - 45 years; CRPCC - 35 years.

TABLE 3

Comparison of Annual Costs

	Life Cycle Analysis Options		
	Interest =0% Inflation=0%	Interest =0% Inflation=4%	Interest =4% Inflation=0%
Alternate #1-A 2-Lane AC O'Lay	$0.63 M	$1.06 M	$0.85 M
Alternate #2-A 2-Lane PCC Reconst.	$0.65 M	$0.85 M	$1.02 M
Alternate #3 3-Lane PCC Reconst.	$0.52 M	$0.52 M	$0.98 M
Alternate 1-B	$0.73M	$1.01M	$0.97M
Alternate 2-B	$0.76M	$0.90M	$1.24M

TABLE 4

Relative Ranking of Alternates

Rank			
1	#3	#3	#1-A
2	#1-A	#2-A	#1-B
3	#2-A	#2-B	#3
4	#1-B	#1-B	#2-A
5	#2-B	#1-A	#2-B

TABLE 3

Comparison of Annual Costs

	Life Cycle Analysis Options		
	Interest =0% Inflation=0%	Interest =0% Inflation=4%	Interest =4% Inflation=0%
Alternate #1-A 2-Lane AC O'Lay	$0.63 M	$1.06 M	$0.85 M
Alternate #2-A 2-Lane PCC Reconst.	$0.65 M	$0.85 M	$1.02 M
Alternate #3 3-Lane PCC Reconst.	$0.52 M	$0.52 M	$0.98 M
Alternate 1-B	$0.73M	$1.01M	$0.97M
Alternate 2-B	$0.76M	$0.90M	$1.24M

TABLE 4

Relative Ranking of Alternates

Rank			
1	#3	#3	#1-A
2	#1-A	#2-A	#1-B
3	#2-A	#2-B	#3
4	#1-B	#1-B	#2-A
5	#2-B	#1-A	#2-B

9379

1-5

ROAD DESIGN SECTION

MAI 2-3

September 7, 1983

J. H. Versteeg
Road Design Engineer

Steve Macnab
Specifications Engineer

N. Jefferson-N. Albany
Maintenance Costs

Versteeg
Anderson
Adams
Macnab
Terpin
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As requested, I have reviewed maintenance costs for AC and PCC pavements to determine if there are reasonable costs that can be assigned for life cycle analysis. After discussions with personnel in Maintenance, Research, Location and Planning and after reviewing actual historic cost data, I have concluded:

1. There is insufficient reliable cost data available to assign reasonable costs to surface maintenance activities.

2. There does not appear to be any significant cost for AC maintenance during the 10-year cycle that you have selected between major AC overlays.

3. There does not appear to be any significant maintenance costs for our continuously reinforced concrete pavement, at least during the 20-years ± following construction.

4. There is no maintenance strategy established for the Division from which costs might be assigned for life cycle analysis.

Therefore, I suggest for purposes of a life cycle analysis, that maintenance costs be considered insignificant for both the AC and PCC alternates being considered.

Attached is a summary of the information that I was able to assemble on sections of I-5. More detail is available if you need it.

SHM:ja

Attachment

SUMMARY OF MAINTENANCE COSTS
FOR FISCAL YEARS
1977 - 1983

SECTION: Rogue Valley Highway-Valley View Interchange

Pavement:	Jointed PCC
Age:	20 years
Length:	7.6 miles
Maint. Cost:	$7,100

SECTION: Glendale-Azalea

Pavement:	Cont. Reinforced Concrete (Southbound)
Age:	18 years
Length:	6.0 miles
Maint. Cost:	$10

SECTION: Corvallis/Lebanon Interch.-Santiam Hwy. Intchg. (Albany)

Pavement:	Jointed PCC
Age:	25 years
Length:	6.3 miles
Maint. Cost:	$42,500

SECTION: Santiam Highway Interchange-Santiam River

Pavement:	Jointed PCC (Southbound)
Age:	25 years
Length:	6.3 miles
Maint. Cost:	$22,000

SECTION: Santiam Highway Interchange-Santiam River

Pavement:	AC over PCC (Northbound)
Age:	16 years (original overlay)
Length:	6.3 miles
Maint. Cost:	$24,800 (1977-1979)

SECTION: E. End Marquam Bridge-Washington State Line

Pavement:	Cont. Reinforced PCC
Age:	19 years
Length:	5.4 miles
Maint. Cost:	$35

9/7/83

7-9-82

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-I-5-4(87)235

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10178

2A. COUNTY NAME: Linn & Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/24/82

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

North Jefferson Interchange - North Albany Interchange Section

11. GENERAL DESCRIPTION OF WORK

Salvage and reinstall mile point markers and posts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/24/82 as requested in Mr. Keasey's letter of 6/24/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $282 Federal Funds $260.

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STATE HWY ENGR
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Orig to 7-12-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/9/82	J K Lawson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9379

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-I-5-4(87)235
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Linn & Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 10178

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/8/82
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:
North Jefferson Interchange - North Albany Interchange

11. GENERAL DESCRIPTION OF WORK
Repair bridge deck #2505B

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/8/82 as requested in Mr. Keasey's letter of 8/4/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $2,500 Federal Funds $2,305.

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STATE HWY ENGR
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FOR
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14. DATE: 8/18/82
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoosner
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9379 I-5

ROAD DESIGN SECTION 378-6558 DES 16

April 28, 1982

C. W. Wimer
Region II Construction Engineer

J. H. Versteeg
Road Design Engineer

Temporary Power Poles
N. Jefferson Intchge.-N. Albany Intchge.
Pacific Highway
Marion and Linn Counties

Versteeg ✓
Anderson
Adams
Dixon
Sullivan
Terpin
Trout
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Your letter of April 8, 1982 suggests that we have nothing in our contract plans on the subject project that precludes the installation of a power pole adjacent to our highway.

We have a long standing AASHTO policy that says no non-breakaway pole should be located within 30 feet of a highway driving lane unless protected by guardrail, impact attenuators, etc. We see no need for further controls.

DNS:rlr
cc: C. T. Keasey
Dick Nelson

REFERRED TO
Beard Stoudenmeyer Del
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Do we need to add comment to plans in future?

Don.

Del 4-28-82
Beard is working on possible addition to spec to eliminate possible use of large poles. Doc suggested it. Dons

STATE OF OREGON

INTEROFFICE MEMO

TO: Hal Versteeg
ROAD DESIGN ENGINEER

FROM: G. W. Wimer
REGION II CONSTRUCTION ENGINEER

DATE: April 8, 1982

SUBJECT: Temporary Power Poles
Jefferson - N. Albany Section
Pacific Interstate Highway

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When the contractor signed for the subject project, he needed temporary power poles to serve the flashers and illumination on the median signs. He incorporated the signs right onto the temporary poles. The FHWA questioned the safety of the particular installation. We find nothing in the contract plans and specifications to preclude this installation. You may desire to have your staff consider establishing some controls for future projects.

median signs - yes (can be battery operated)
illumination - 30' ajacent driving lane
no spec. on pole size for power
no supplemental on TDA signs

non highway
no ~~Power~~ Pole should be located within 3' of driving lane unless protected by guardrail, etc.

cc: C. T. Keasey
Dick Nelson

GWW/cal

9379

To DON GLINN
SEATTLE

From CARL DENNIN
PORTLAND

Our File

Your File

Date 3/16/ 19 92

Subject COLD RECYCLING COST SAVINGS
REF: #0-1257 N. JEFFERSON INTERCHANGE TO NORTH ALBANY INTERCHANGE. TERRY GUISINGER OF J.C. COMPTON CO. SAYS SPECS. CALL FOR COLD PLANING 4-5" OF NORTHBOUND TRAVEL LANES, MIXING THE RAP WITH VIRGIN AGG AND ASPHALT, RELAYING IT, PAVING WITH 2½" OF A.C. DENSE A SAMMI, AND OVERLAYING WITH 2½" OF A.C. COMPTON PROPOSED TO INCREASE THE DEPTH OF PLANING, MIX IT COLD (W/EMULSION), ELIMINATE THE SAMMI, AND INCREASE THE THICKNESS OF THE MIX OVERALL. TERRY SAID THE HOT MIX OVERLAY "SUBSTANTIAL" SAVINGS (IN THE $20's PER TON RANGE), BUT THE STATE PEELED AND INSISTED OF GOING HOT MIX WITH THE SAMMI. I HAVE INFORMED DAN FINK OF THESE NUMBERS. HE WILL PERSUE WITH SCOTT COLTER.

Signed

An immediate reply will help finalize this matter.

Date 19

Reply

Signed

GO-144-C (OS-7-75)

Printed in U.S.A.

Originator - Retain yellow copy. Forward white and pink (with carbon attached). Addressee - Please return white copy with your reply.

Discussed w/ Region —

COLD MIX EMULSION
Never got a price quote.
higher void content - questionable retained strength
Cap w/hot mix
cutting
never discussed cost saving —
never made written proposal. —
Tentative inquiry — negative reaction —

9379

22-1007

I-5

OREGON STATE HIGHWAY DIVISION

885 Airport Road, Bldg. #35
Salem, OR 97310

F 7100

December 16, 1981

RECEIVED
DEC 21 1981
CONSTRUCTION BRANCH

J.C. Compton Co.
P.O. Box 768
McMinnville, OR 97128

Attention Terry Guisinger

Gentlemen:

Reference your December 10, 1981 letter.

The provisions for traffic control and signing included in the contract plans, were developed by the Traffic Section. We would welcome your proposal as to what would alleviate your concerns.

Sincerely,

Richard E. Nelson
Project Manager

cc: Region II with attach.

cc CT Keasey w/attach
cc Dave Weaver w/attach — Please again review this detour proposal and recommend regarding adequacy of contract. An early reply, please! Thanks.
cc Dick Nelson w/attach

12-23-81. Revisions have been made.

RECEIVED
DEC 22 1981
ROAD DESIGN SECTION

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Bring by
Action

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

PHONE: 472-4155
AREA CODE 503

P.O. BOX 768

McMINNVILLE, OREGON 97128

December 10, 1981

Mr. Richard Nelson
Resident Engineer
885 Airport Road, Bldg #35
Salem, OR 97310

Re: Temporary Signing and Traffic Control
N. Jefferson - N. Albany Interchange
OSHD Contract #9379
Compton Job #745

Dear Dick:

As we indicated at the preconstruction conference, we are concerned about the traffic control signing and handling of traffic in the north bound lanes at the south Jefferson interchange and with the detour set up for the south bound structures work at the south Jefferson interchange.

We would strongly suggest that your traffic people take a serious look at the directional and speed control signs, etc., as there are several areas on the old highway to be used as the detour, where existing curves cause traffic to slow down considerably, thus causing a high potential for accidents.

Sincerely,

J. C. COMPTON COMPANY

By Terry Guisinger
Terry Guisinger

TG:lm

RECEIVED
DEC 14 1981
R.E. NELSON, RES. ENGR.
RE ARE ARE OM OM

9379

2.

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: October 16, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Service Contract No. 80-16
Crossing No. C-696.90-A
Interstate 5 near Millersburg
Linn County
ODOT Agreement No. RR-1044
Project No. IR-I-5-4(87)235

RAILROAD COMPANIES
FILE No. 1044

Attached is the State's fully-executed counterpart of a Service Contract between the Southern Pacific Transportation Co. and the Oregon Department of Transportation, Highway Division, calling for the adjustment of Signal and Communication facilities, inspection and flagging at the subject structure.

This work will be funded with a combination of RRR funds and Federal Aid Interstate funds.

The Construction Division will be responsible for monitoring the Railroad's work under the terms of this Service Contract and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section heads should thoroughly review the Agreement to understand the responsibilities their section must bear under the terms of this Agreement.

RDT/llr
Attachmant
cc: D. E. Wilken - w/copy of agreement
C. T. Keasey - w/copy of agreement
V. E. Skoog - w/copy of agreement (ATTN: Pete Gonzalez)
D. E. Swan - w/copy of agreement (2)
C. O. Fredrickson - w/copy of agreement (2)
R. E. Nelson - w/copy of agreement

11-1-81 Noted in agree. book

9379

Do this a new one? L.

ROW 18-2

September 28, 1981

Mr. H. B. Berkshire
So. Pacific Transportation Co.
One Market Street
San Francisco, CA 94105

Service Contract No. 80-16
Crossing No. C-696.90-A
I-5 Overpass Near Millersburg
Linn County
ODOT Agreement No. RR-1044

Enclosed are the duplicate counterparts of the Service Contract for the above-captioned grade crossing. These documents were approved and signed by the Right of Way Manager and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit A and shown on Dwg. A-6054 as of September 11, 1981. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to September 11, 1981, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

This project is scheduled for bid letting in October of 1981.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Enc.
cc: SPTC, Portland - w/copy

bc: D. E. Wilken
Robert Gormsen
C. T. Keasey
D. E. Swan - w/2 copies
C. O. Fredrickson - w/2 copies NOTE: Please have an Order for State Force Work prepared for this work. Return one copy of Exhibit A with SFO. This is Project IR-I-5-4(87)235. One copy of agreement to Resident Engineer.

4-15-82 note to Roger if a new re- we have re 4-Nov 14, 1980

4/16/82 same one.

9379 7-11-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-I-5-4(87)235

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10178

2A. COUNTY NAME: Linn
Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/11/81

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

N. Jefferson Interchange - N. Albany Interchange Section

11. GENERAL DESCRIPTION OF WORK

Adjustment of signal and communication facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 9/11/81 letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company approved by the Highway Division on 11/19/80 at a total estimated cost of $34,295 Federal Funds $31,627.

(Funds for the above authorization are available within obligated amount for PS&E)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
Moelwig
FOR
Info | Invest | R/D | D/R | Sign | A-E | File

TO:

14. DATE: 9/11/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-9-81

9379

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-IR-5-4(87(235)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10178

2A. COUNTY NAME: Linn
Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/9/81

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

N. Jefferson Interchange - N. Albany Interchange Section

11. GENERAL DESCRIPTION OF WORK

High type pavement overlay, structures and signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

R.R. Protective Services	$20,600
Roadside seeding and mulching S.F.	1,000
Asphalt cement adjustment	100,000
Permanent pavement striping S.F.	15,000
On the job trainees	3,200

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's September 8, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,609,848 Federal Funds $4,088,897.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
FOR
Info

14. DATE: 9/9/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: for DIVISION ADMINISTRATOR

FORM PR-1240 (REV. 12-79) PREVIOUS EDITIONS MAY BE USED

9379

I-5

L. E. George
Traffic Engineer

Kyle K. Watson
Acting Final Design Engineer

July 28, 1981

N. Jefferson Interchange-North Albany Interchange
Pacific Highway
Marion and Linn Counties

It is proposed to use County Road #367, from the South Jefferson Interchange to the Murder Creek Interchange, as a night time detour for the I-5 Southbound traffic. The detour is to be used between the hours of 7:00 P.M. and 6:00 A.M. for deck pours of six to ten nights over a period of six months.

Enclosed are copies of letters from Region Two traffic engineer, Linn County and Region Federal Engineer.

Please review the use of this county road as a detour and give us your concurrence and/or further recommendations.

LKW:ls

Enclosures

cc: Al Hansen

I-5

9379

STATE OF OREGON

622-1902 E

INTEROFFICE MEMO

DATE: July 23, 1981

TO: Duane Christensen
Final Design Engineer

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: North Jefferson - North Albany Intch.
Pacific Highway
Marion & Linn Counties

Attached is correspondence received from Linn County regarding the proposed detour on County Road #367.

Region recommendations are as follows:

1. Establish 35 mph speed limit during detour hours. Signs could be placed and covered when not applicable. Region office will initiate speed zone request.

2. Either centerline may be double striped, which would leave a permanent mark until overlayed, or signs placed. County and Region prefer no passing signs and not paint double yellow centerling.

3. Special Provisions should specify 10 day notice to our Permits Unit before effecting detour. Local permits then would not be issued. Annual permits would have to remain effective.

4. Battery operated flashing lights could be placed at curve of County concern.

POS/cal

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Wesson
Hagar Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen LW
Olson
3 Sullivan JWC
Terpin
Tran
Wakerlig

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JUL 24 1981
ROAD DESIGN SECTION

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FHWA agrees. Need for amber buttons on ℄ in place of double yellow stripe Specs to add limiting during holidays
Positive barrier not required, FHWA L.W.

LINN COUNTY ROAD DEPARTMENT
3010 Ferry Street, SW
Albany, Oregon 97321
Phone 967-3919

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

July 7, 1981

Mr. Phillip O. Stearns
Region Federal Aid Engineer
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

We are in receipt of your letter of June 23, 1981 describing your need for detouring of traffic from Interstate 5 onto County Road #367, Old Salem Road for specified periods.

We wish to cooperate with the State Highway Division to the fullest extent in this matter and feel we can accommodate your needs reasonably well, considering the magnitude of the problem involved in placing such high volumes on a two-lane two-way road.

The matter of the southbound traffic from Jefferson does not appear to present any problem at all.

In order to utilize the county road as a detour, the signing in your plan appears to cover the matter of direction of traffic, but we would request the following addition thereto:

1. A temporary speed limit for the heavy night use be established, recommended to be in the 30-40 MPH range.

2. No passing be permitted on the two-lane road throughout.

3. No overweight or oversize permits be issued for the periods of detouring.

4. The curve on Old Salem Road at intersection with Morning Star Road be specially lighted, at least with a flashing amber warning sign, since it is a severe accident prone location.

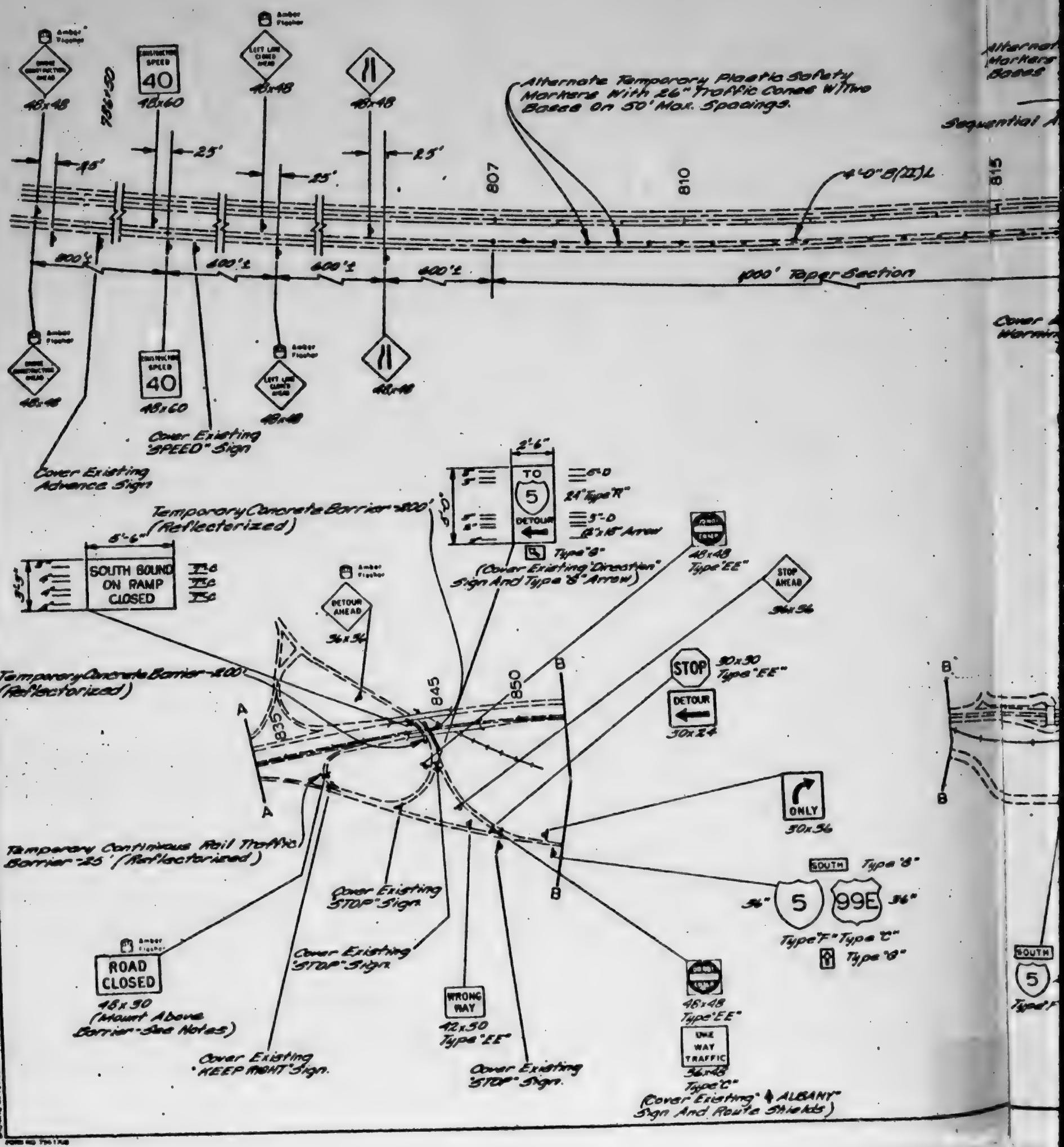
We will be pleased to work with the Highway Division and its Contractors in assuring a minimum of conflict for this operation.

Sincerely,

Neal D. Michael
Linn County Roadmaster

NDM:bjr

SOUTH JEFFERSON INT

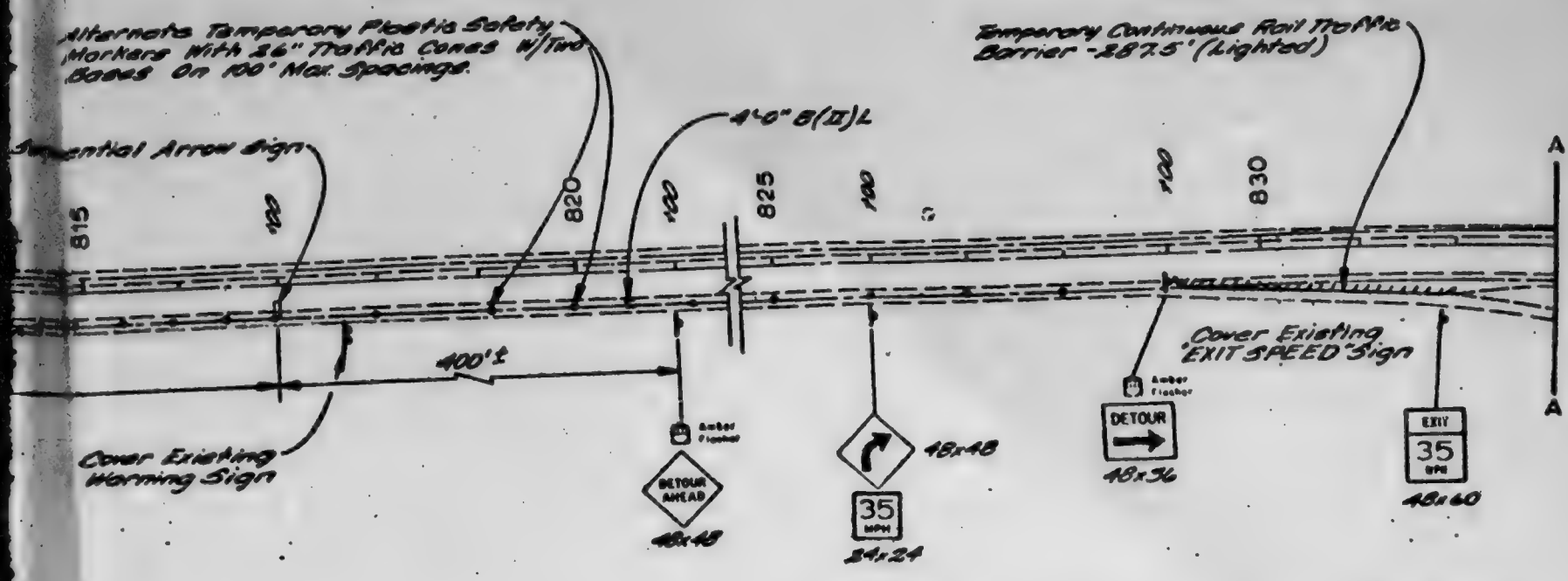


15V-59

INTCHGE DETOUR

N. JEFFERSON INTCHGE - N. ALBANY INTCHGE. SEC PACIFIC HIGHWAY MARION & LINN COUNTIES				SHEET No. 2C-5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IR-I-5-4(87)235		See Index

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC



NOTES:

Inappropriate Signs Are To Be Covered Or Removed

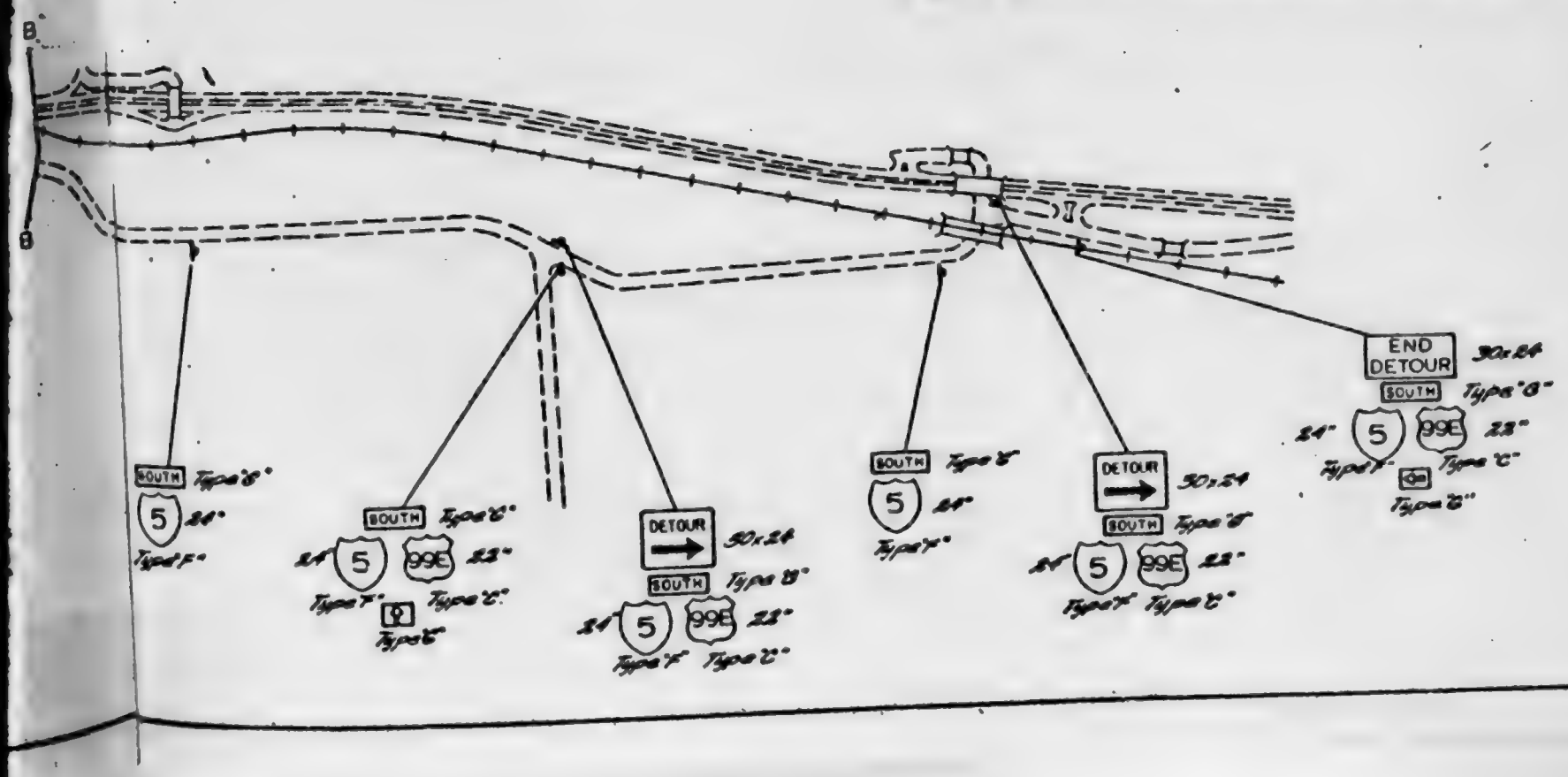
Signs Installed Above Barriers Shall Be On Wood Posts At A Mounting Height Of 7 Feet Above The Roadway. The Posts Shall Be Securely Attached To Prevent Swaying

Route Shields On The Detour Shall Be Spaced Approximately 1 Mile Apart.

Typical Barricade Designation - B(II)L
(See Drg. No. 2126 C)

All Signs Are To Be Type "O" Unless Otherwise Specified.

Temporary Concrete Barrier Shall Remain In Place As Long As Falsework Is Needed On The Jefferson Highway



622-1902 E

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 23, 1981

Mr. Neal Michael
County Roadmaster
PO Box 100
Albany, OR 97321

Dear Mr. Michael:

The Highway Division proposes a grading and paving project on the North Jefferson Interchange - North Albany Interchange Section of I-5 in the near future.

One of the work phases requires closing the southbound on-ramp at the South Jefferson Interchange. Southbound traffic from Jefferson would detour on the county road between South Jefferson Interchange and the Millersburg Interchange. This phase could last three to six months.

Another phase closes I-5 to southbound traffic and requires all traffic to detour on the County road from the South Jefferson Interchange to Millersburg Interchange. The detour would be effective 7:00 p.m. to 6:00 a.m. weekdays only and would occur one night at a time, six to ten nights during construction.

Your written permission to use the County road for detour purposes is solicited, and please advise of conditions you may wish to impose.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb

9379

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 20, 1981

TO: Dale E. Wirken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10178
Project No. IR-I-5-4(87)235
N. Jefferson Intchge.-N. Albany
Intchge. Section
Marion and Linn Counties

Attached support data consists of PR-1 forms and project maps for the subject project.

This project is expected to be funded from the 20% of the FY '1981 limitation withheld from distribution until after August 1.

JLG:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

No 1

9379

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: June 10, 1981

FROM: Duane O. Christensen
Acting Road Design Engineer

SUBJECT: N. Jefferson Intchge-N. Albany Intchge
Pacific Highway
Marion and Linn Counties

The following met on Tuesday, June 9, 1981 to discuss the use of the asphalt to be removed on the subject project:

Jim Wilson
John Scofield
G. Wimer
R. Nelson
J. Sullivan
Bill Bergstedt
A. Hansen
N. Cuno
W. Kappus
G. K. Hossner
D. O. Christensen

The Maintenance Branch and Region 2 were consulted in regard to their use of the reclaimed asphalt. They have decided there would be more benefit gained if it was recycled back into the project.

The discussion on possible uses resulted in a decision to allow the contractor an option to use new material or recycle the reclaimed asphalt in one or more of the following areas:

1. Base lift with a maximum of 30 percent recycled asphalt allowed in the mix. Mixture to meet full specifications.

2. Shoulder paving with same percentage as above and adherence to full specifications.

3. CTB mixture on ramps -- not on main line.

4. Shoulder aggregate.

Versteeg
Anderson
1 Christensen DW
Olson
Sullivan
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If the contractor opts to recycle the rotomilled asphalt into the base lift or onto the shoulders, a test section of one mile of recycled wearing course will also be placed. A 1/2-mile section will be placed at a location determined by the resident engineer in each of the following sections:

1. Station 515+00 to 709+83

2. Station 909+00 to 1027+94

This concept was discussed with and approved by E. S. Hunter on June 10, 1981.

DOC:ja

cc E. S. Hunter
C. T. Keasey
Jim Wilson
John Scofield
G. Wimer
R. Nelson
J. Sullivan
Bill Bergstedt
A. Hansen
N. Cuno
W. Kappus, FHWA
G. K. Hossner, FHWA

9379

1-5

DES 22

June 9, 1980

Mr. Didrik A. Voss, P.E.
District Sales Engineer
Phillips Fibers Corporation
1200 Westlake Avenue North
Suite 502
Seattle, Washington 98109

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Anderson
Christensen
Olson
Sullivan
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RECEIVED
JUN 10 1980
ROAD DESIGN SECTION

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Dear Mr. Voss:

Petromat Use
N. Jefferson Int.-N. Albany Int.
Pacific Highway

As indicated in my May 19 letter, we have not been able to substantiate any conclusive evidence as to the reliability and expected results that can be achieved in the long term with the use of Petromat. Projects to date are experimental in nature and have not been in service long enough to be able to derive any conclusive results.

In checking with the State of Washington, we find they have used rubber asphalt with Petromat on bridge decks but not on main-line roads. The State of Washington again restated that their projects have not been in use for a sufficient time for them to draw any conclusive recommendations.

As indicated in our prior letter, we do not propose to revise our plans.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:ja

bc Glenn Hossner, FHWA
E. S. Hunter
C. T. Keasey
Jim Wilson
Clarence Gregg
N. E. Mann

PHILLIPS FIBERS CORPORATION
A SUBSIDIARY OF PHILLIPS PETROLEUM COMPANY

ENGINEERED PRODUCTS MARKETING
3031 TISCH WAY
SUITE 811, SHERMAN BUILDING
SAN JOSE, CA 95128

(408) 247-2801

D. A. VOSS
PHILLIPS FIBERS CORP.
1200 WESTLAKE AVE. NORTH
SUITE 502
SEATTLE, WASHINGTON 98109

May 30, 1980

Mr. Duane O. Christensen
Final Design Engineer
Transportation Building
Salem, Oregon 97310

Re: Petromat Use
N. Jefferson Int. - N. Albany Int.
Pacific Highway

Dear Mr. Christensen:

I am in receipt of your letter dated May 19, 1980 concerning the use of Petromat on the above referenced project.

Your concerns about the ability of our present day asphalts to maintain a long term water seal seems to be the primary reason for rejection of the Petromat system. I would like to advise you that the Petromat system also uses rubber-asphalt as the membrane. In fact, several hundred thousand square yards of rubber-asphalt with Petromat has been used on bridge decks and main line roads in the State of Washington.

I agree with you that rubber-asphalt is better than straight asphalt and is the preferred binder with Petromat. Attached is a set of specifications for this system. The recommended application rate of rubber-ashpalt is 0.30 gal/SY.

Once you have had a chance to review the specifications, I would like to call you. I look forward to talking with you again.

Very truly yours,

Didrik A. Voss, P.E.
District Sales Engineer

Encl.

DAV/jm

6/3/80
Copies sent to Wilson, Sullivan, Gregg for their Comments.
RDC

2 Versteeg ✓
Anderson
Christensen TC
Olson
Sullivan
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Wakerlig

RECEIVED
JUN 2 1980
ROAD DESIGN SECTION

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SPECIFICATION

Membrane (Roadway)

MATERIALS

The asphalt shall be paving grade asphalt meeting the requirements for AR-1000 as specified in the Uniform Pacific Coast Asphalt Specifications or it shall be AR-2000W or AR-4000W conforming to the standard specifications.

The granulated rubber shall meet the following requirements:

It shall be free from fabric, wire, or other contaminating materials except that up to 4% of calcium carbonate may be included to prevent particles from sticking together. The gradation of the rubber shall meet one of the following and shall be at the option of the Contractor:

1. When only ground vulcanized rubber is used, it shall be at least 95% passing the No. 16 sieve and not more than 10% shall pass the No. 25 sieve.

2. If powdered, reclaimed "devulcanized" rubber is used, approximately 40% shall be added to 60% ground vulcanized rubber scrap and the total blend shall meet the following grading:

Sieve	% Passing
No. 8	100
No. 30	60 - 80
No. 50	15 - 40
No. 100	0 - 15

MIXING ASPHALT AND RUBBER

The asphalt and rubber shall be combined as rapidly as possible in the proportions of a minimum of two pounds of rubber to one gallon of asphalt then held for such a time and temperature that the consistency of the mix approaches that of a semi-fluid material. The temperature of the asphalt shall be between 350°F and 450°F. The use of up to 9 percent diluent to assist in the mixing of the rubber and the spray application of the mixture will be permitted. If a diluent is used, it shall have a boiling point of at least 350°F. After reaching the proper consistency, application shall proceed immediately, and in no case shall the material be held at temperatures in excess of 350°F for more than one hour after reaching that point.

The method and equipment for combining the rubber and asphalt shall be so designed and accessible that the Engineer can readily determine the percentages, by weight, of each of the two materials being incorporated into the mixture.

EQUIPMENT

The equipment used for mixing and spreading the asphalt and rubber shall be a self-powered pressure distributor equipped with a separate power unit, distributing pump capable of pumping the specified material at the specified rate through the distributor tips, and equipment for heating the bituminous material. The distribution bar on the distributor shall be fully circulating with nipples and valves so constructed that they are bathed in the circulating asphalt to the extent that the nipples will not become partially plugged with congealing asphalt upon standing. Distributor equipment shall include a tachometer, pressure gauges, volume measuring devices, and a thermometer for reading temperatures of tank contents. The spray bars on the distributor shall be controlled by a bootman riding at the rear of the distributor in such a position that operation of all sprays is in full view and accessible to hom for controlling spread widths.

The distributor trucks shall be equipped so as to be capable of guiding from the left or right within a tolerance of two inches. Distributor trucks used shall demonstrate their capability to comply with this requirement to the Engineer prior to their use on the project.

APPLICATION

The application rate of the hot asphalt-rubber mixture shall be 0.30±.05 gallon per square yard uniformly applied.

All transverse joints shall be made by placing building paper over the ends of the previous applications, and the joining application shall start on the building paper used. Once the application process has progressed beyond the paper used, the paper shall be removed and disposed of the the satisfaction of the Engineer.

MEMBRANE PROTECTION

Prior to overlaying with asphalt concrete, the asphalt-rubber mixture shall be covered with fabric as specified below:

The fabric shall be needle-punched, non-woven polypropylene material having the following properties:

Tensile strength, either direction, min. (ASTM Method D-1682, Grab Method)	47 lbs.
Weight, oz./sq. yd.	4-5
Width, inches	36 min.

The fabric shall be aligned and carefully rolled and/or broomed into the asphalt-rubber mixture. Initial alignment is very important since the fabric direction cannot be changed appreciably without causing wrinkles. If the alignment of the fabric must be changed, the fabric shall be cut and realigned overlapping the previous material and proceeding as before. All joints shall be overlapped one to three inches.

For lapped joints, the top fabric shall be folded back to allow application of a light coat of asphalt-rubber mixture (0.05 gallons per square yard should be adequate). The top fabric is then folded back onto the asphalt-rubber mixture and broomed and squeegeed out smoothly. Rolling and/or brooming the fabric into the asphalt should be accomplished in such a way that any air bubbles which form under the fabric will be removed. This can best be accomplished by brooming from the center of the fabric toward the outer edges. The fabric shall be neatly cut and contoured at all joints as directed by the Engineer.

PAYMENT

Payment will be made at the unit contract price per square yard for "Membrane (Roadway)" which price shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, for doing the work involved in cleaning the surfaces to be sealed and in applying the membrane water-proofing complete in place in accordance with the requirements of these special provisions, the standard specifications and as directed by the Engineer. The price paid shall include repairing any damage or defective waterproofing membrane and/or damaged asphalt overlay.

May 19, 1980

Mr. Didrik A. Voss, P.E.
District Sales Manager
Suite 502
1200 Westlake Avenue North
Seattle, WA 98109

Dear Mr. Voss:

Re: Petromat Use
N. Jefferson Int.-N. Albany Int.
Pacific Highway
Marion & Linn Counties

As you requested in our meeting of Tuesday, May 13, 1980, we have reviewed your request to have Petromat specified as an alternate to the Rubberized Chip Seal presently called for on the subject project.

After discussing the use of petromat and rubberized chip seal with several highway engineers furnished by you, we have decided to stay with the rubberized chip seal called for on our plans.

In discussion with Mr. Bingham in New Mexico, we found that projects done to date have been primarily experimental in nature. New Mexico's 1978 installation, for example, was reported as being experimental and installed for crack control. He indicated they were not concerned with water intrusion as they have very little moisture. He further indicated that since it has only been in place for approximately a year they can draw no conclusions as to its benefits. Other projects listed for New Mexico to be done in 1980 are at this time only in the planning stage and indications are that if done and if Petromat is specified it will be as an alternate.

From discussions with California and Washington, we also find that their installations are experimental in nature and have not been in place long enough to derive any conclusive results.

In our discussions and those with other highway engineers, there was concern expressed in the ability of obtaining a water seal with a system that relies on the asphalt to provide the seal given the problems we have been experiencing with present day asphalts. This concern was not expressed with the use of a rubberized chip seal.

With the above concerns, lack of any long term experience with petromat or a system that utilizes asphalt as the water sealing component in providing allong term seal, and our good experience with the use of rubber chip seals on bridge decks for sealing, we are not proposing to revise our plans.

Very truly yours,

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
Glenn Hossner, FHWA
Jim Wilson
Clarence Gregg
Steve Macnab

ROUTING SLIP—DEPT. OF TRANSPORTATION		D
Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration		Radio
Accounting (Highway)	Labor Relations	Right of Way
Administrative Services	Landscape	Safety & Health Services
Chief Counsel	Library	Sign Shop
Commission Services	Location	Signal Shop
Construction	Mail Room	State Highway Engineer Bridge
Data Processing (Trans. Bldg.)	Maintenance	
	Materials & Research	Technical Services Engr.
Employee Development	Motor Vehicles	Traffic Support Services
Engineering (Design)	Organization & Manpower Services	Transportation Policy & Program Development
Environmental		
Equipment Shops & Storeroom	Parks & Recreation	Travel Information
	Permits & Weighmaster	Utilities
Finance (DOT)	Personnel Operations	Metropolitan
FHWA	Photocopy	Region Number _____
General Files	Project Management & Operations Planning	District Number _____
Industrial Engineers & Records Management	Public Affairs	Resident Engineer _____

ATTENTION:

D. O. Christensen

FROM:

Jim Wilson

COMMENTS:

Form 731-0022 (11-79) SP*71038-734

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 6, 1980

TO: D. O. Christensen
Final Design Engineer

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Proposed Specification for
Petromat Membrane System

The membrane specification provided by Dee Voss for use on our N. Jefferson Int.-N. Albany Int. project has been reviewed. Although the Petromat system with the use of asphalt-rubber rather than paving asphalt should provide a more effective membrane, we have no information of our own or from others indicating that the material has been used with success as a membrane in PCC overlay construction. It is our suggestion that we remain with the existing specified membrane system on the project.

JEW:gs

cc: C. T. Keasey

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 6 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Contains Recycled Materials
81-125-1367

SP*75683-125

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 6/3/80

Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration		Radio
Accounting (Highway)	Labor Relations	Right of Way
Administrative Services	Landscape	Safety & Health Services
Chief Counsel	Library	Sign Shop
Commission Services	Location	Signal Shop
Construction	Mail Room	State Highway Engineer Bridge
Data Processing (Trans. Bldg.)	Maintenance	
Employee Development	Materials & Research	Technical Services Engr.
Engineering (Design)	Motor Vehicles	Traffic Support Services
Environmental	Organization & Manpower Services	Transportation Policy & Program Development
Equipment Shops & Storeroom	Parks & Recreation	Travel Information
Finance (DOT)	Permits & Weighmaster	Utilities
FHWA	Personnel Operations	Metropolitan
General Files	Photocopy	Region Number _____
Industrial Engineers & Records Management	Project Management & Operations Planning	District Number _____
	Public Affairs	Resident Engineer _____

ATTENTION: ~~Frank Sothoron~~ DOC

FROM: ~~Charleen~~ Jack

COMMENTS:
Please review and give me your comments by Friday 6TH Thanks

Form 731-0022 (11-79) SP*71038-734

PHILLIPS FIBERS CORPORATION
A SUBSIDIARY OF PHILLIPS PETROLEUM COMPANY

ENGINEERED PRODUCTS MARKETING
3031 TISCH WAY
SUITE 811, SHERMAN BUILDING
SAN JOSE, CA 95128

(408) 247-2801

D. A. VOSS
PHILLIPS FIBERS CORP.
1200 WESTLAKE AVE. NORTH
SUITE 502
SEATTLE, WASHINGTON 98109

May 30, 1980

Mr. Duane O. Christensen
Final Design Engineer
Transportation Building
Salem, Oregon 97310

Re: Petromat Use
N. Jefferson Int. - N. Albany Int.
Pacific Highway

Dear Mr. Christensen:

I am in receipt of your letter dated May 19, 1980 concerning the use of Petromat on the above referenced project.

Your concerns about the ability of our present day asphalts to maintain a long term water seal seems to be the primary reason for rejection of the Petromat system. I would like to advise you that the Petromat system also uses rubber-asphalt as the membrane. In fact, several hundred thousand square yards of rubber-asphalt with Petromat has been used on bridge decks and main line roads in the State of Washington.

I agree with you that rubber-asphalt is better than straight asphalt and is the preferred binder with Petromat. Attached is a set of specifications for this system. The recommended application rate of rubber-ashpalt is 0.30 gal/SY.

Once you have had a chance to review the specifications, I would like to call you. I look forward to talking with you again.

Very truly yours,

Didrik A. Voss, P.E.
District Sales Engineer

Encl.

DAV/jm

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
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Wakerlig

RECEIVED
JUN 2 1980
ROAD DESIGN SECTION

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SPECIFICATION

Membrane (Roadway)

MATERIALS

The asphalt shall be paving grade asphalt meeting the requirements for AR-1000 as specified in the Uniform Pacific Coast Asphalt Specifications or it shall be AR-2000W or AR-4000W conforming to the standard specifications.

The granulated rubber shall meet the following requirements:

It shall be free from fabric, wire, or other contaminating materials except that up to 4% of calcium carbonate may be included to prevent particles from sticking together. The gradation of the rubber shall meet one of the following and shall be at the option of the Contractor:

1. When only ground vulcanized rubber is used, it shall be at least 95% passing the No. 16 sieve and not more than 10% shall pass the No. 25 sieve.

2. If powdered, reclaimed "devulcanized" rubber is used, approximately 40% shall be added to 60% ground vulcanized rubber scrap and the total blend shall meet the following grading:

Sieve	% Passing
No. 8	100
No. 30	60 - 80
No. 50	15 - 40
No. 100	0 - 15

MIXING ASPHALT AND RUBBER

The asphalt and rubber shall be combined as rapidly as possible in the proportions of a minimum of two pounds of rubber to one gallon of asphalt then held for such a time and temperature that the consistency of the mix approaches that of a semi-fluid material. The temperature of the asphalt shall be between 350°F and 450°F. The use of up to 9 percent diluent to assist in the mixing of the rubber and the spray application of the mixture will be permitted. If a diluent is used, it shall have a boiling point of at least 350°F. After reaching the proper consistency, application shall proceed immediately, and in no case shall the material be held at temperatures in excess of 350°F for more than one hour after reaching that point.

The method and equipment for combining the rubber and asphalt shall be so designed and accessible that the Engineer can readily determine the percentages, by weight, of each of the two materials being incorporated into the mixture.

Similar

EQUIPMENT

The equipment used for mixing and spreading the asphalt and rubber shall be a self-powered pressure distributor equipped with a separate power unit, distributing pump capable of pumping the specified material at the specified rate through the distributor tips, and equipment for heating the bituminous material. The distribution bar on the distributor shall be fully circulating with nipples and valves so constructed that they are bathed in the circulating asphalt to the extent that the nipples will not become partially plugged with congealing asphalt upon standing. Distributor equipment shall include a tachometer, pressure gauges, volume measuring devices, and a thermometer for reading temperatures of tank contents. The spray bars on the distributor shall be controlled by a bootman riding at the rear of the distributor in such a position that operation of all sprays is in full view and accessible to hom for controlling spread widths.

The distributor trucks shall be equipped so as to be capable of guiding from the left or right within a tolerance of two inches. Distributor trucks used shall demonstrate their capability to comply with this requirement to the Engineer prior to their use on the project.

APPLICATION

OSHD uses 2 courses at ~0.6 gal/sq yd

The application rate of the hot asphalt-rubber mixture shall be 0.30±.05 gallon per square yard uniformly applied.

All transverse joints shall be made by placing building paper over the ends of the previous applications, and the joining application shall start on the building paper used. Once the application process has progressed beyond the paper used, the paper shall be removed and disposed of the the satisfaction of the Engineer.

MEMBRANE PROTECTION

Prior to overlaying with asphalt concrete, the asphalt-rubber mixture shall be covered with fabric as specified below:

This spec would only allow SUPAC & PETROMAT, both mnfg by Phillips. Spec could be expanded to allow Type # the polyesters (probably need research, H.O, 4, determine requirements.

The fabric shall be needle-punched, non-woven polypropylene material having the following properties:

why not spunbonded ? polyester

Tensile strength, either direction, min. (ASTM Method D-1682, Grab Method)	47 lbs.
Weight, oz./sq. yd.	4-5
Width, inches	36 min.

The fabric shall be aligned and carefully rolled and/or broomed into the asphalt-rubber mixture. Initial alignment is very important since the fabric direction cannot be changed appreciably without causing wrinkles. If the alignment of the fabric must be changed, the fabric shall be cut and realigned overlapping the previous material and proceeding as before. All joints shall be overlapped one to three inches.

For lapped joints, the top fabric shall be folded back to allow application of a light coat of asphalt-rubber mixture (0.05 gallons per square yard should be adequate). The top fabric is then folded back onto the asphalt-rubber mixture and broomed and squeegeed out smoothly. Rolling and/or brooming the fabric into the asphalt should be accomplished in such a way that any air bubbles which form under the fabric will be removed. This can best be accomplished by brooming from the center of the fabric toward the outer edges. The fabric shall be neatly cut and contoured at all joints as directed by the Engineer.

PAYMENT

Payment will be made at the unit contract price per square yard for "Membrane (Roadway)" which price shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, for doing the work involved in cleaning the surfaces to be sealed and in applying the membrane water-proofing complete in place in accordance with the requirements of these special provisions, the standard specifications and as directed by the Engineer. The price paid shall include repairing any damage or defective waterproofing membrane and/or damaged asphalt overlay.

Basically the differences between this spec & our asphalt-rubber chip seal are:

1) felter fabric replaces aggregate cover
2) Petromat uses only one course (vs two for OSHD) & uses only 0.3 gal/sy vs 1.2 gal/sy for OSHD spec

An earlier brochure on PETROMAT indicated its use with asphalt cement as binder. The asphalt-rubber mixture would be an improvement.

Two projects we used PETROMAT on were: 1) Rosewood Dr - Will. R Br. (Salem) 2) Woodson Pl - Main St (Cottage Grove)
Both specified an AR 4000 paving grade asphalt.
Rubber was not used.

A comparison cost-wise between asphalt-rubber chip seal & asphalt rubber reinforcing fabric (Petromat) should be made. The Petromat uses less asphalt & from an energy standpoint may be more conserving.

Would the single course of Petromat be as good as our 2-course asphalt rubber chip seal? Maybe other states using the asphalt-rubber binder could be contacted.

Jack

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 6-4-80

Section N. Jefferson Intch ~ N. Albany Intch
County Marion & Linn

Kind Of Work _____ Length _____ Name N

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Rubberized Asph. Chip Seal		Sq. Yd.	160,000	1.75	280,000.00
	Petromat & Seal		Sq. Yd.	160,000	1.55	248,000.00
	Priced By Geo. Sanford 6-4-80					

Geo is receiving the lowest price on both the mat & seal prices

9379

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 19, 1980

In Reply Refer to
File No.:

Mr. Didrik A. Voss, P.E.
District Sales Manager
Suite 502
1200 Westlake Avenue North
Seattle, WA 98109

NOTED
E. S. HUNTER

Dear Mr. Voss:

Re: Petromat Use
N. Jefferson Int.-N. Albany Int.
Pacific Highway
Marion & Linn Counties

As you requested in our meeting of Tuesday, May 13, 1980, we have reviewed your request to have Petromat specified as an alternate to the Rubberized Chip Seal presently called for on the subject project.

After discussing the use of petromat and rubberized chip seal with several highway engineers furnished by you, we have decided to stay with the rubberized chip seal called for on our plans.

In discussion with Mr. Bingham in New Mexico, we found that projects done to date have been primarily experimental in nature. New Mexico's 1978 installation, for example, was reported as being experimental and installed for crack control. He indicated they were not concerned with water intrusion as they have very little moisture. He further indicated that since it has only been in place for approximately a year they can draw no conclusions as to its benefits. Other projects listed for New Mexico to be done in 1980 are at this time only in the planning stage and indications are that if done and if Petromat is specified it will be as an alternate.

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Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
Glenn Hossner, FHWA
Jim Wilson
Clarence Gregg
Steve Macnab

RECEIVED
TECHNICAL SERVICES
MAY 20'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9379

April 14, 1980

ACC 9-5

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co,, Overlay	$ 2,006,000
S. Banfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SW & NW Streets	$ 4,090,000

S. Banfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., G-P-Sign	$ 7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas Co.	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$ 1,066,000
Total	$23,185,000

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton
bc: H. S. Coulter

LWR:pf jv

9379

4-17
cy Mike Huddleston

April 11, 1980 ACC 9-5

Mr. Noel Klein, Sr. Staff Associate
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97301

Mr. William Penhollow, Exec. Assistant
Association of Oregon Counties
P.O. Box 2051
Salem, Oregon 97308

SUBJECT: Impact of Federal Spending Cuts
in the Highway Program

Gentlemen:

You have all heard or read about various actions undertaken by the Federal Government apparently intended to balance the Federal Budget and/or reduce the outflow of dollars to fight inflation.

So far we have determined the impact on the Oregon highway program will be a reduction in projects proposed to contract between now and October 1 of approximately $25 million.

The following are the larger, more significant projects, we have deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop County, Overlay-Widen-Sign	$3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$2,006,000
S. Banfield Interchange E. Portland Freeway, Multnomah Co.,SW & NW Sts.	$4,090,000
S. Banfield Interchange (Phase 2) E. Portland Freeway, Multnomah Co., G-P-Sign	$7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas County	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$1,066,000

Barring any further Federal restrictions or fund shortage, we anticipate that we will be able to contract as previously scheduled our remaining work and the local projects such as Federal Aid Urban Projects and the County Federal Aid Secondary Projects.

We have been advised to expect Federal restrictions on the amount of work that we can contract during the next Federal Fiscal Year (October 1, 1980 - September 30, 1981). However, we do not know at this time the extent of these restrictions or their impact on our planned program.

We will keep you advised of any significant further changes as they occur.

Sincerely,

L. W. Rullen
Executive Assistant to
State Highway Engineer

LWR:pf

cc: AGC, Portland
American Public Works Association
All Cities
All Counties
Branch and Section Heads
Region Engineers

9379

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 26, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: PS&E Data Submission
Item No. 00009
Project No. I-IR-5-4(87)235
N. Jefferson Int. - N. Albany Int.

We are forwarding documentation for PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on April 24, 1980 but request PS&E approval and authorization to proceed with actions necessary to advance the physical construction at this time. Right-of-way, Utility, Environmental Certification and other status reports will be submitted at the time we request advertising authorization.

Interstate Federal Funds (92.22%)	$429,723
State Funds	36,254
Total Cost	$465,977
RRR Federal Funds (88.15%)	$3,666,340
State Funds	492,867
Total Cost	$4,159,207

DAR:bke
Attachments
cc: E.S. Hunter
W.J. Hart
J.H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAR 27'80
REFER TO
FOR
Info | Inves | R/D | U/R | Ign | Cl

Form 734-3122

9379

I-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/20/80
Ronald L Bouet

~~9-20-79~~ Apr 24, '80 Bid Letting _____ All Clear Deadline

SECTION N. Jefferson Interchange-N. Albany Interchange
Highway Pacific Highway
County Linn Region 2
Type of Work O'Lay-Safety, N. Bnd. Funds RRR
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter		X			X Categ Excl
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey	X				X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

9379

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-4(-)
N. Jefferson Intchg-N. Albany Intchg.
Pacific Highway
Linn County

Date: March 6, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. Scott Coulter
State Highway Engineer
Salem, OR

We concur in the proposal as set forth in Mr. Christensen's February 26, 1980, memorandum to assign a salvage value of $4/ton to the estimated 12,785 tons of roto-milled AC material on the subject project. This material would be used in the construction of a maintenance station in the project vicinity and the credit to F.A. participation would be $45,003.20

G. K. Hessman
for G. L. Green

RECEIVED
STATE HWY ENGR.
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FOR
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3/17 cp

R

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 22

TO: H. S. Coulter
State Highway Engineer

DATE: February 28, 1980

NOTED
H. S. COULTER

FROM: Jack Sullivan
Specifications Engineer

NOTED
E. S. HUNTER

Subject: Fuel Escalation Clauses

At our last meeting on this subject, you asked me to identify projects in which we might incorporate a fuel escalation clause. For the bid opening on April 24, 1980, I suggest:

1. Little Nestucca River-Neskowin; G, P, Signs

2. N. Jefferson Jct.-N. Albany Jct.; G, P, Signs

Both of these projects would satisfy our criteria as multiple-season projects. The planning estimate for the first project is $11,500,000 and $4,000,000 for the second. Quantities have not been calculated at this time to make an estimate of fuel usage.

As discussed with the contractors at the last meeting in your office, Alternate "B" was the preferred clause. This clause requires that only the major fuel items be estimated.

In order to utilize this specification, I have developed three forms. Form "A" is a Fuel Usage Factors table. Form "B" is a Project Fuel Estimate form and Form "C" is a Fuel Cost Adjustment form. The fuel escalation clause has been slightly modified to facilitate use of and be consistent with these forms. The concept remains the same.

In working with this clause, the Specifications Unit would use Form "B" to calculate the initial estimated fuel, using factors from Form "A" and quantities from the project. The Cost Section would provide the project factors required in Form "B". A copy of completed Form "B" would be sent to the Contract Payments and Final Estimates Unit and used to determine whether the final fuel estimate exceeds the five percent provisions. Contract Payments Unit could use Form "C" or one similar to calculate the monthly fuel cost adjustment.

Form "A" should be reviewed by the Cost Section, as it is based on data from a 1974 Highway Research Board report.

RECEIVED
STATE HWY ENGR
MAR 3'80
REFER TO
FOR
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APPROVED
E. S. Hunter
Date 3-3-80
cc Coulter

RECEIVED
FEDERAL HIGHWAY ADMIN
FEB 29 '80
REFER TO
FOR
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For this clause to be included in the initial specifications for the April 24 bid opening, we would need approval by March 28 at the latest.

By copy of this letter, I request the Cost Section to review and revise Form "A" as necessary and develop fuel usage factors for (1) cold planing, (2) mixing process for CTB (treated in place) and (3) plant-mixing of CTB.

JS:ja

Attachments

cc E. S. Hunter w/attachments
C. T. Keasey "
J. H. Versteeg "
E. L. Johnsen "
O. B. Jackmond "

(PRELIMINARY)
(SUBJECT TO CHANGE)

FUEL USAGE FACTORS 1/

(FORM A)

Major Contract Item		Units	Diesel	Gasoline	Comb.
1. Excavation 2/		Gallons/Cu.Yd.			
(a) Earth			0.29	0.15	0.44
(b) Rock			0.39	0.18	0.57
2. Aggregates 3/		Gallons/Ton			
(a) On-site Production			0.28	0.09	0.37
(b) Hauling Agg. Base, 0-10 miles			0.27	0.24	0.51
(c) Hauling Agg. Base, 10-20 miles			0.42	0.39	0.81
	Total Factor:	0-10 Mile Haul	0.55	0.33	0.88
		10-20 Mile Haul	0.70	0.48	1.18
3. Asphalt Concrete		Gallons/Ton			
(a) Crushing Aggregates			0.28	0.09	0.37
(b) Production			2.43	0.14	2.57
(c) 0 - 10 Mile Haul			0.33		0.33
(d) 10 - 20 Mile Haul			0.49		0.49
(e) Placement			0.14	___	0.14
	Total Factor:	0-10 Mile Haul	3.18	0.23	3.41
		10-20 Mile Haul	3.34	0.23	3.57
4. Portland Cement Concrete (Production, Hauling & Placement)		Gallons/Cu.Yd.	0.98	0.15	1.13
5. Structures		Gallons/$1000	19	22	41
6. Guard Rail		Gallons/Lin.Ft.		0.23 4/	0.23
7. Concrete Barrier		Gallons/Lin.Ft.	0.20 4/	0.10 4/	0.30
8. Illum. & Signing		Gallons/$1000		15 4/	15
9. Fencing		Gallons/$1000		53 4/	53

1/ Based on Factors from Highway Research Board Report #158, 1974 except as noted.
2/ Include Gen. Exc., Trench Exc., Ditch Exc., Emb. in Place, etc.
3/ Include Agg. Base, Agg. Shld., Agg. in CTB, etc.
4/ Based on factors used by Washington State Hwy. Dept. Use only when a major bid item.

OREGON STATE HIGHWAY DIVISION
SPECIFICATIONS UNIT
PROJECT FUEL ESTIMATE (FORM B)

Section Apple Creek – Baker Rd County _____ By JWS
Highway Overland Date: _____

(1) Bid Item No.	(2) Bid Item	(3) Estimated Quantity	Fuel Usage Factor Gal./			(7) Init.Est. Fuel In Gal.[3x6]	(8) Final Quantity	(9) Final Est. Fuel In Gal.[8x6]	(10) Total Increase or Decrease [(9-7)÷7]
			(4) From Table(Comb.)	(5) Project Factor*	(6) Adjusted Factor				
4.	Gen. Excav.	20,000 cy	0.44	—	0.44	8800	20,000	8800	
10	Aggr. Base	10,000 T	0.88	—	0.88	8800	10,000	8800	
14	AC Mix	35,000 T	3.57	0.13	3.70	129,500	36,000	133,000	
20 & 21	Guard Rail	12,600 LF	0.23	—	0.23	2900	12,600	2900	
					TOTAL	150,000	TOTAL	153,500	(+) 2 %

EXAMPLE ONLY !!

The project factor (determined by the estimator) is used to modify factors from the table for special job conditions such as: long hauls, altitude, stop-and-go hauls, drying highly absorptive aggregate, etc.

OREGON STATE HIGHWAY DIVISION _____ Unit
FUEL COST ADJUSTMENT (Form C)

Contract No. 9900
Section Apple Cr - Baker Rd
Highway 11 Overland

Contract Amount $2,000,000
Date of Award ..
Completion Time ..

Base Fuel Price (BFP) $1.00
Init.Est.Fuel(Gallons) 150,000
Final Est. Fuel (Gal.) 153,500
**Percent Inc. or Dec. +2 %

CONTRACT PAYMENT PERIOD

	1	2	3	4	5	6	7	8	9	10	11	12	TOTA
(a) Payments	$100,000	200,000	200,000	200,000	300,000	300,000	500,000	Final					
(b) Percent of Work (Pay.÷ Cont.Amt.)	5	10	10	10	15	15	25	10					100%
(c) Mo.Fuel Used(MFU) [(b)xEst.Fuel] adjusted final	7500	15,000	15,000	15,000	22,500	22,500	37,500	15,000					150,000
(d) Mo.Fuel Price(MFP)	$1.04	1.08	1.12	1.15	1.18	1.20	1.20	1.25					
(e) Monthly Fuel Adjustment Price(MFAP) [MFP-BFP]	.04	.08	.12	.15	.18	.20	.20	.25					
(f) Percent Inc.or Dec.	+4	+8	+12	+15	+18	+20	+20	+25					
(g) Mo.Fuel Cost Adjustment(MFCA) [MFAP x MFU] If (f) ≥10%	—	—	$1800	$2250	4050	4500	7500	$3750					
CUM. TOTAL			$1800	$4050	8100	12,600	20,100	$23,850					

EXAMPLE ONLY !!

PART II TO BE USED ONLY IF FINAL ESTIMATED FUEL EXCEEDS INITIAL ESTIMATED FUEL BY ± 5% OR MORE

(c') Rev. Monthly Fuel Used (RMFU) [b x Final Est. Fuel]													
(g') Revised MFCA [MFAP x RMFU]													
(h) Additional Adjust. [±(g'-g)]													

109.17 Fuel Cost Adjustment - A fuel escalation clause will be in effect during the life of this contract. Adjustment for fluctuations in the cost of fuel will apply only to the amount of fuel estimated for completion of the major fuel usage items. On this project, these items are:

1. Excavation
2. Aggregates
3. Asphalt Concrete Pavement
4. Portland Concrete Pavement
5. Structural Concrete
6. Guard Rail
7. Concrete Barrier
8. Illumination and Signing
9. Fencing

Bidders should be aware that their operations may require more or less fuel.

Fuel cost adjustments will be determined in the following manner:

A. A "Monthly Fuel Price" will be established by the OSHD each month based upon the average of current legal posted prices for diesel fuel from the following suppliers located in Portland:

Chevron USA, Inc., of California
Shell Oil Company
Union Oil Company of California

B. A "Base Fuel Price" will be established for this project. It will be the "Monthly Fuel Price" for the calendar month preceding the month in which bids are opened and is _____ per gallon.

C. A "Monthly Fuel Adjustment Price" will be established each month as the difference (±) between each "Monthly Fuel Price" and the "Base Fuel Price".

D. Fuel requirements for this project have been estimated at _____ gallons based on fuel factors developed from Highway Research Board data and information supplied by contractors. A copy of these factors may be obtained from the engineer upon request.

E. An estimate of the "Monthly Fuel Used" each estimate month will be determined by multiplying the estimated fuel requirements by the percent of work completed each estimate month.

F. Adjustments (±) to the contractor for fuel cost changes will be made monthly if the "Monthly Fuel Price" differs 10% or more from the "Base Fuel Price". This adjustment will be the product of the "Monthly Fuel Adjustment Price" and the estimated "Monthly Fuel Used".

If the contractor elects to use an alternate fuel (natural gas, wood pellets, propane, et cetera), other than diesel, in the paving plant operation, the estimated fuel requirements will not be revised. Fuel cost adjustments will continue to be made as specified above.

The estimated fuel requirements for this project will be adjusted if the final quantities of work result in a five percent or more increase or decrease in the estimated fuel requirements. In this case, for each previous estimate month the "Monthly Fuel Used" will be revised (Step E) and a new adjustment (±) (Step F) calculated. The final cost adjustment (±) will include the difference (±) between the initial monthly fuel cost adjustments and the revised adjustments.

No fuel cost adjustment will be made for any work completed after the expiration of the specified completion time set forth in the special provisions, or as extended under the provisions of subsection 108.09 of the Standard Specifications.

9379

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 26, 1980

In Reply Refer to
File No.

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N. E.
Salem, OR 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

Salvage of Milled A.C.
N. Jefferson Intchge.-N. Albany Intchge.
Pacific Highway
Linn County

As you know, we have discarded recycling as a possible alternative for the subject section because of the air shed-pollution problem, low production rate, traffic characteristics, and availability of commercial sources.

We have also evaluated the salvage credit for the roto-milled material for the proposed Value Engineering alternative, and have reached the following conclusions:

1. A market does not exist for this material since quality commercial sources are available in sufficient quantities, and at a reasonable cost to the users in this geographic location. This is also true because recycling is still a fairly new process, having had varying degrees of success.

2. The material could be stockpiled and utilized for future Federal-Aid projects. However, the rehandling, i.e. re-crushing because of consolidation, processing, and additional hauling would result in an uneconomical product. This will occur due to conditions listed in #1 above.

   We have reviewed the nearest upcoming Federal-Aid project, a 0.36 mile long connector called Waverly Drive in Albany, and found that this proposal had been downscoped considerably. Thus, any idea of cold or hot-mix recycling would be costly because of the small tonnage necessary.

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Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

3. Presently, the existing asphaltic concrete overlay on the subject section is in a severe state of distress in the areas we plan to cold-plane. Leaving it in place and overlaying would not solve this problem but simply put off the type of repair proposed till a future date. The underlying PCC slab is the catalyst for the AC deterioration above. Therefore, it is imperative that we treat the problem at the source.

We have concluded that the milled AC has minimum value at this time, because of the conditions listed. On the other hand, since we are planning to construct a maintenance station in the project vicinity and require base aggregate for its construction, (commercial aggregate is $5.60/ton, which includes hauling and profit) we are willing to assign a salvage credit of $4/ton to the subject 12,785 tons of material. The credit to F.A. participation would be:

12,785 tons x $4 x 0.88 = $45,003.20

Your concurrence is requested in this matter.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC/db

cc: E. S. Hunter
D. H. Moehring
N. E. Mann
C. O. Fredrickson
S. H. Macnab

9379 C C I-5

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION — DEPT.

378-6558 — TELEPHONE

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: February 13, 1980

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Value Engineering Team Proposal
Subdrainage
N. Jefferson-N. Albany Section
Pacific Highway

It is recommended that the subject value engineering team proposal be approved subject to the following modifications:

1) Place a 3" slotted corrugated polyethylene tube in the bottom of the trench and widen the trench from 8" to 9" to give 3" of drain material on each side. This would give added insurance to long-term operation with a minimum of additional cost.

2) Increase the thickness of the A.C. over the drain to 6 1/2" to equal the depth of A.C. on the shoulder. This is proposed to strengthen this area to carry wheel loads that it will be subjected to.

DOC/db

cc: S. H. Macnab
N. E. Mann

1 Versteeg ✓
Anderson
2 Christensen DOC
4 Olson
3 Sullivan QWS

RECEIVED
FEB 14 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Christensen 2-14-80
Approved
EJH

NOTED
D. O. Christensen

RECEIVED
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FEB 14 '80
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FOR
Info | Inves | R/D | D/R | Ign | Ign | File

STATE OF OREGON

INTEROFFICE MEMO

DATE: February 6, 1980

TO: D. O. Christensen
Final Design Engineer

FROM: Value Engineering Unit

SUBJECT: Value Engineering Team Proposal
Subdrainage
N. Jefferson - N. Albany Section
Pacific Highway

In addition to the reflective cracking on this project, there is also damage that is most likely caused by water trapped under the concrete slabs. The present design recognizes this and includes a pavement drain in the right shoulder for the full length of the project (see attached typical drawing).

From N. Jefferson to the Santiam River, the roadway cross-section is basically a fill constructed of well-draining river gravel. The pavement in this section does not show any serious deterioration and we could find no indication that water was causing a problem. We are recommending that, subsurface drainage be elimiated in this section.

In the right lane between the Santiam River and Station 909 and in both lanes from there to the south end of the project, there is considerable evidence that trapped water has caused much damage. We are recommending drainage in the shoulders next to the travel lanes in those areas.

Our information showed that water in the subgrade was not a problem and even if it were, the subgrade soil would not freely release it to the drain. Therefore, it is not necessary for the drain to extend any lower than just below the base rock.

Our recommendation differs from the present design in the following aspects:

1. Since the drain is almost entirely in the grandular pavement structure, filter cloth is not needed (backup data available).

2. The rubberized asphalt seal proposed for the surfacing design should reduce the inflow rate to the point that the pipe is not required.

3. Calculations show that a 5-inch wide trench would be sufficient to carry the flow. We have reviewed equipment (Vermeer Rock Cutter) that is able to do the entire trenching operation through pavement with one pass at a much lower cost than our present methods. The optimum width for that type of equipment is 8 inches and that is our recommendation.

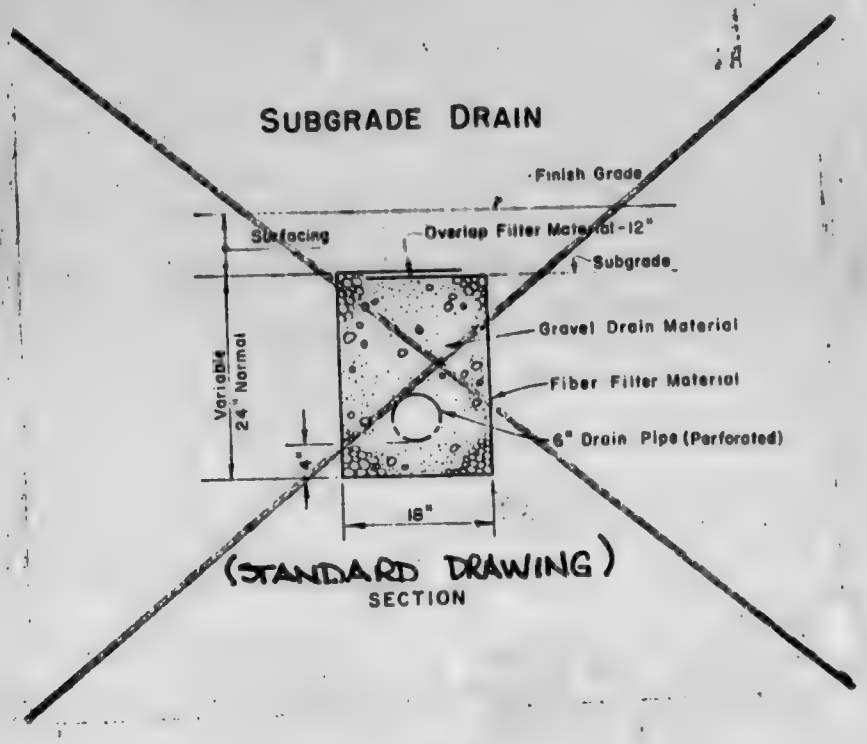
Contains Recycled Materials
81-125-1387

4. We placed the drain immediately adjacent to the concrete slab. With the present design, the 12-inches of slow-draining base rock would inhibit free drainage. Since we are placing the drain in the same areas that are rotomilled, the completed drain will have a 5-inch depth of new A.C. over it to prevent distress due to wheel loads.

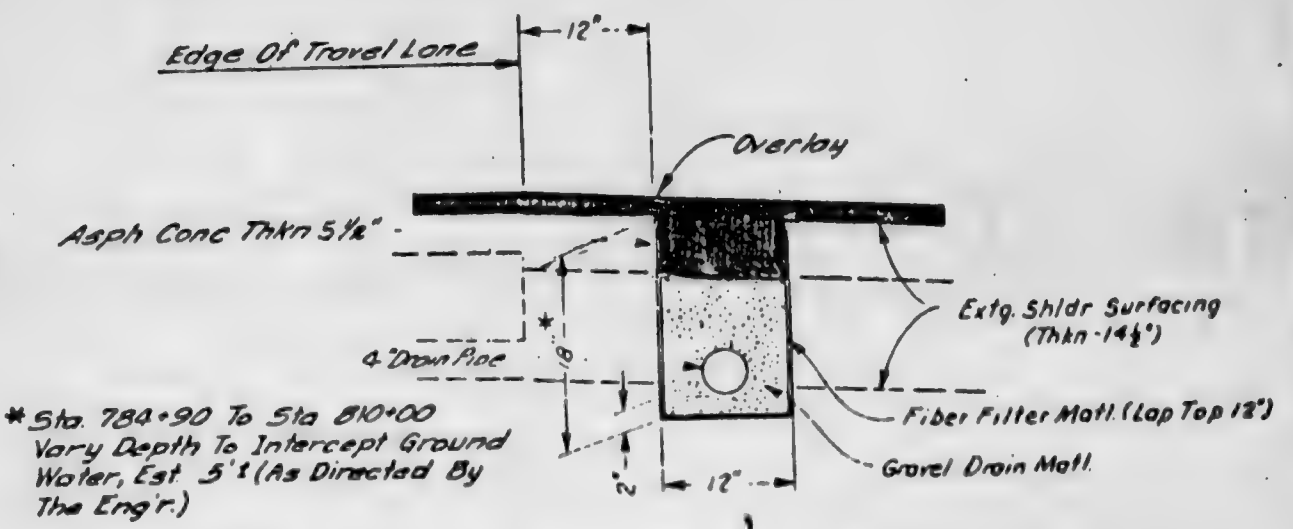
The cost of this proposal (see attached drawing) is $320,900, as compared to $850,500 for the present design. As with the pavement design on this project, the effort is tailored to fit the problem areas.

STUDY ID	INVESTIGATION PHASE
	SKETCH OF PRESENT DESIGN

SUBGRADE DRAIN

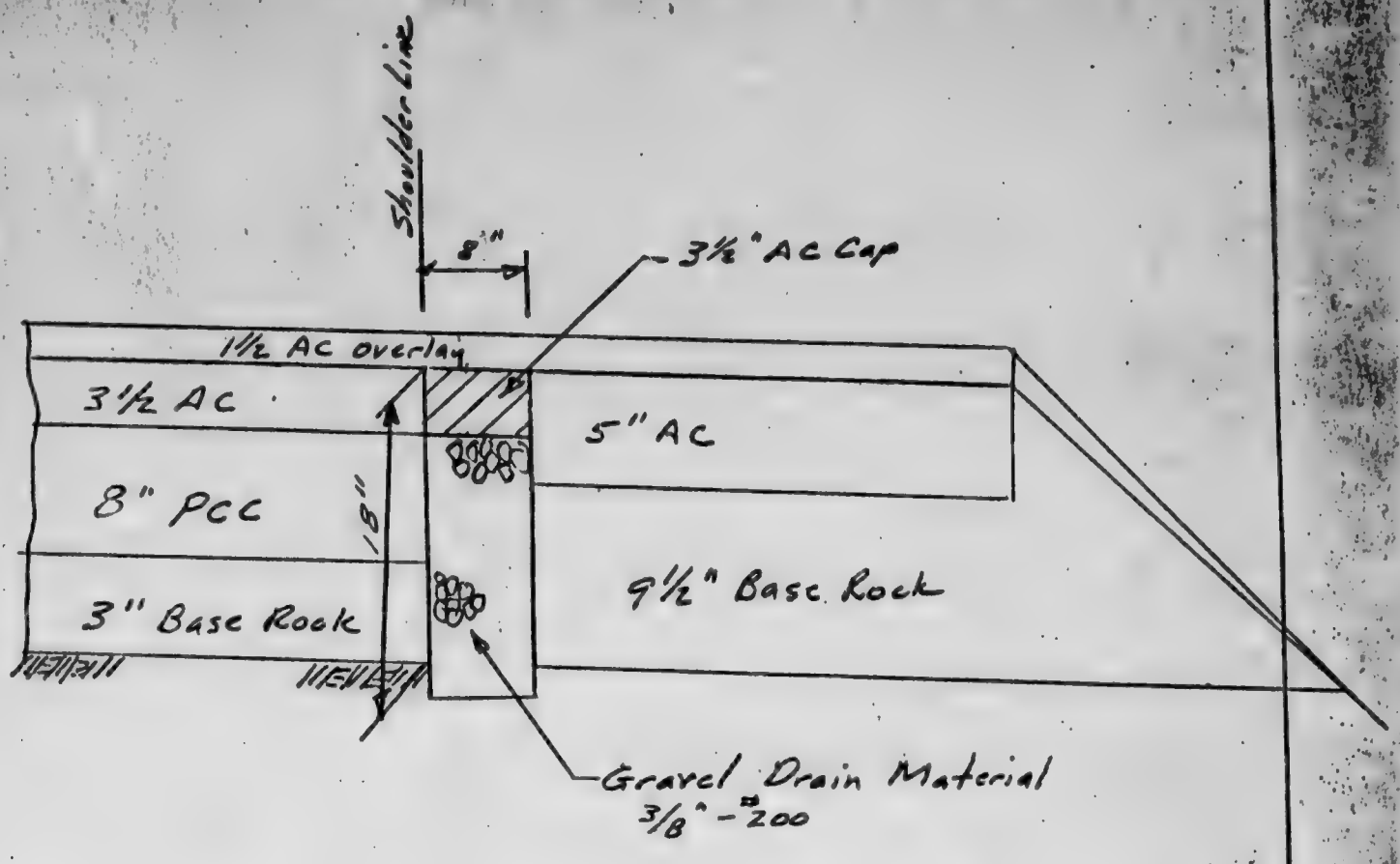


(STANDARD DRAWING)
SECTION


Edge Of Travel Lane
12"
Overlay
Asph Conc Thkn 5½"
Extg. Shldr Surfacing (Thkn - 14½")
4" Drain Pipe
8"
* Sta. 784+90 To Sta 810+00 Vary Depth To Intercept Ground Water, Est 5'± (As Directed By The Eng'r.)
Fiber Filter Matl. (Lap Top 12")
Gravel Drain Matl.
2"
12"

DRAIN PIPE INSTALLATION DETAIL
(N. JEFFERSON - N. ALBANY SEC.)

STUDY ID	DEVELOPMENT PHASE
N. Jefferson - N. Albany drainage	SKETCH OF PROPOSED DESIGN



9379

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

I-5
2

DES 19

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: February 13, 1980

FROM: Duane O. Christensen
Final Design Engineer

Subject: Value Engineering Team Proposal
Pavement Design
N. Jefferson Interchange-
N. Albany Interchange Section
Pacific Highway

The subject proposal for the base design on the northbound lanes of the N. Jefferson Interchange-N. Albany Interchange Section has been discussed and reviewed with the Value Engineering Team.

Questions have arisen concerning the unit prices of rotomilling off the asphalt and placing the rubber chip seal. A re-analysis of these items has resulted in an increase in cost of the Value Engineering proposal, thereby eliminating any great savings.

However, in a discussion with Macnab, he indicated that the rubber chip seal could be reduced from an outside shoulder to outside shoulder application to just a travel-lane application, which would reduce the cost back to where a savings would again be realized.

In any event, it appears that the estimates of either the Value Engineering or Final Design proposal are relatively close to each other and that it would be appropriate to follow through to contracting with the Value Engineering proposal to be able to fully evaluate the Value Engineering effort.

It is therefore recommended that the contract plans be revised to implement the Value Engineering base design.

DOC:ja

cc Steve Macnab
Norman Mann

RECEIVED
FEB 14 1980
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up /
Action
1 Versteeg
Anderson
2 Christensen DOC
4 Olson
3 Sullivan
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Trout
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Christensen 2/14/80
I Agree - approved
EST

NOTED
D. O. Christensen

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: February 6, 1980

FROM: Value Engineering Unit

SUBJECT: Value Engineering Team Proposal
Pavement Design
N. Jefferson - N. Albany Section
Pacific Highway

At present the northbound lanes in this section are in need of corrective work and the present plan is to overlay the entire pavement surface for the entire 9.7 mile length with a 1" leveling course, a 1 1/2" base course and a 1 1/2" wearing course. Rather than doing this we recommend removing the old A.C. on the right lane from the Santiam River to south of Viewcrest Interchange (Station 909) and on both lanes from that point to the south end of the project; replace this material with new A.C. and then place a rubberized asphalt chip seal and a 1 1/2" wearing course over the entire project.

We found that the present pavement is in varying degrees of deterioration and that the purpose of this project is to provide a new wearing surface free of reflective cracks and not add any structural strength to the pavement. Our proposal does this at a lower cost, uses less material compared to the present design and concentrates the new material where the need is most critical.

Some of the underlying slabs require stabilization, and this work should be done regardless of the overlay designated.

The drainage aspect of this project will be discussed in a separate report.

Implementation of this recommendation should result in a $180,000 savings on the overlay design.

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Materials
81-125-1387

VALUE ENGINEERING TEAM PROPOSAL

PROJECT: Overlay (Northbound only)
N. Jefferson - N. Albany Section
Pacific Highway

EXISTING CONDITIONS: Concrete slab placed in 1944.
Because of badly cracked and moving slabs, a 1964 project was initiated to stabilize the slabs, place a 3 1/2" A.C. overlay and install subgrade drainage.

From N. Jefferson to Santiam River the pavement is in fair condition. There are transverse cracks spaced every 15 feet, but they are hairline for the most part. Edge cracking is very minimal. There is no significant wheel rutting. The wearing surface is weathered, but the ride is good. The shoulders are in good condition except for the weathered asphalt.

From the Santiam River to Station 909 (s/o Viewcrest) the above description fits the left lane. The right lane is much more deteriorated. The transverse reflective cracking is much wider with some spalling. There is a substantial edge crack all along the right fog line. There is no significant wheel rutting. The shoulders are good in this section also. The drains placed in the shoulders in the cut sections appear to be functioning at least to some degree.

South of Station 909 both lanes are badly deteriorated. There is evidence of considerable slab move movement. There are longitudinal cracking along both edge stripes and the center skip line. Some of these and some of the transverse cracks are bad enough to have required filling with patching material by the maintenance crew. Some pumping was noted in this section. There is no significant wheel rutting. The shoulders in this section are in good condition as in the other two sections.

PRESENT DESIGN: Stabilize those slabs that are moving.
Overlay both lanes and both shoulders with a 1" leveling course, a 1 1/1" base course and a subgrade drain in the right shoulder along the full length of the project.

DATA ANALYSIS: Field observations by the Value Engineering team showed that there are three sections with significantly different degrees of deterioration as stated above.

Deflection measurements showed that except for those slabs that are moving and will be stabilized, the concrete pavement is providing sufficient strength; therefore, adding strength is not a function of this overlay.

Traffic was counted by lane and this showed that only 25% of the heavy truck traffic is using the left lane.

V.E. TEAM RECOMMENDATION: In the northerly section place a rubberized asphalt seal and a new 1 1/2" wearing course over the entire surface after filling the major cracks.

In the central section remove the 3 1/2" of old A.C. in the right lane by roto-milling and replace it with new material. Then after filling any major cracks in the left lane, the entire surface will be covered by the rubberized asphalt seal and 1 1/2" wearing course.

In the southerly section remove the 3 1/2" of old A.C. over both lanes and replace with new material. Then place the seal and wearing course over the entire surface as on the other two sections.

The seal and the team's recommendation for the drainage will be discussed in a separate report.

The stabilizing of the slabs can be done as planned or could be done while there is no A.C. over them.

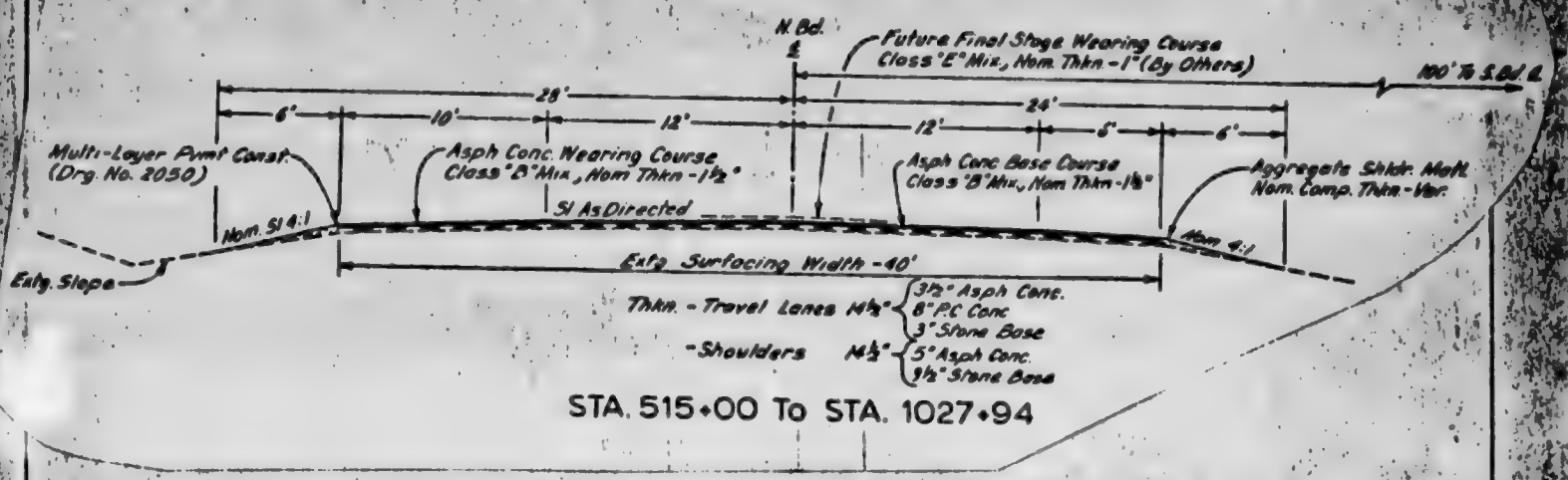
ADVANTAGES: This proposal costs less and uses less materials than the present design (see attached table). It concentrates the most material where it is the most needed (5" new material in worst sections). This will tend to even out the design life over the length of the project. The rubberized asphalt will seal the lower level of the pavement and may help to prevent reflective cracking. This proposal provides 1 1/2" more clearance at the undercrossing structures. It will make it easier to meet the grade of the overcrossing structures. It may be easier to stabilize the slabs after the rotomilling operation.

ADVANTAGES (Continued): There was some concern that this proposal would complicate the handling of traffic. In other areas, the repaving operation has followed immediately behind the removal operation. All this requires is the closing of the one lane during the day and no overnight closure. Application of the seal and the wearing course can also be done together requiring the same type of control.

	ITEM	PRESENT DESIGN	V.E. PROPOSAL	SAVINGS
COST	Remove asphalt pavement	–	74,860	
	Haul & stockpile old mat'l.	–	13,270	
	Asphaltic concrete mixture	700,980	431,440	
	Asphalt cement in mixture	426,400	262,330	
	Crack filling	–	10,000	
	Rubberized asphalt seal	–	250,870	
	Aggregate shoulder rock	32,000	11,190	
	Temp. Prot. & Direct. Traffic	80,000	100,000	
	Mobilization	90,000	87,520	
	Engr & Cont.	398,800	372,440	
	Total Cost	1,728,180	1,613,920	
	Salvage value	–	63,920	
	Net Cost	1,728,180	1,550,000	178,180 (10%
MATERIALS	Aggregate, Tons	58,000	38,930	
	Salvaged aggr., Tons	–	12,780	
	Net aggregate, Tons	58,000	26,150	31,850 (55%
	Liquid Asphalt, Tons	3,250	2,515	735 (23%
	Diesel	152,000	105,500	46,500 (31%

STUDY ID	INVESTIGATION PHASE
	SKETCH OF PRESENT DESIGN

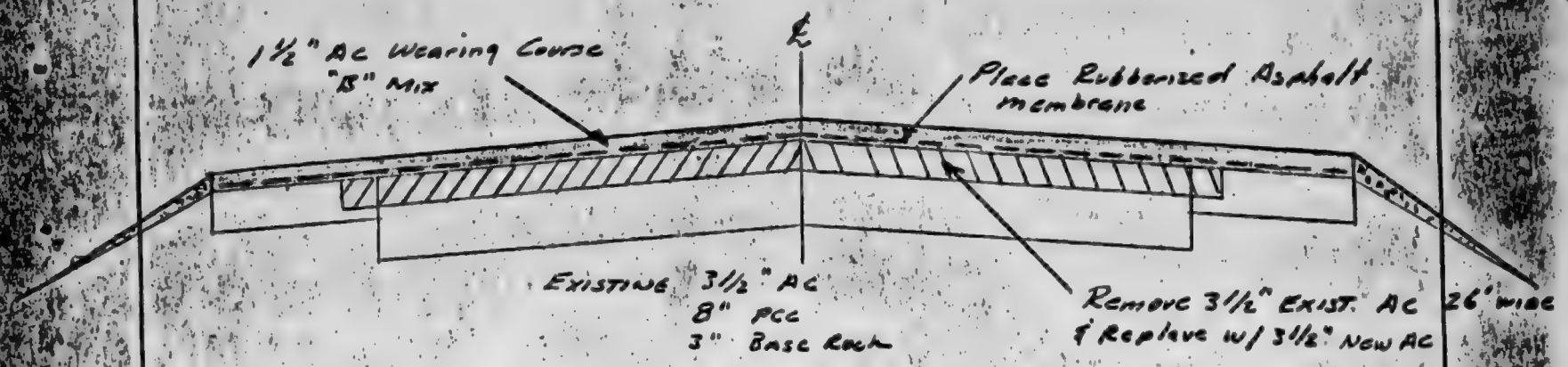
TYPICAL SECTIONS



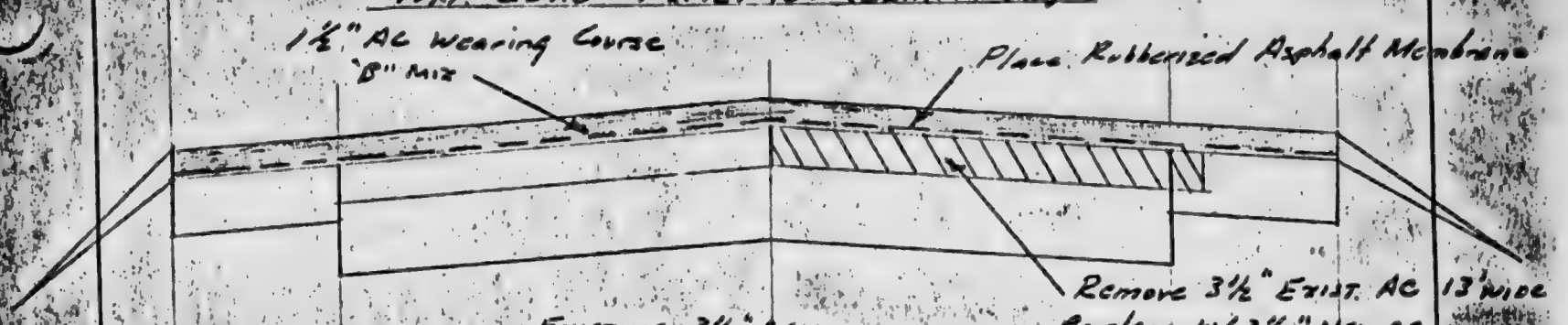
STA. 515+00 To STA. 1027+94

STUDY 1B	DEVELOPMENT PHASE
	SKETCH OF PROPOSED DESIGN

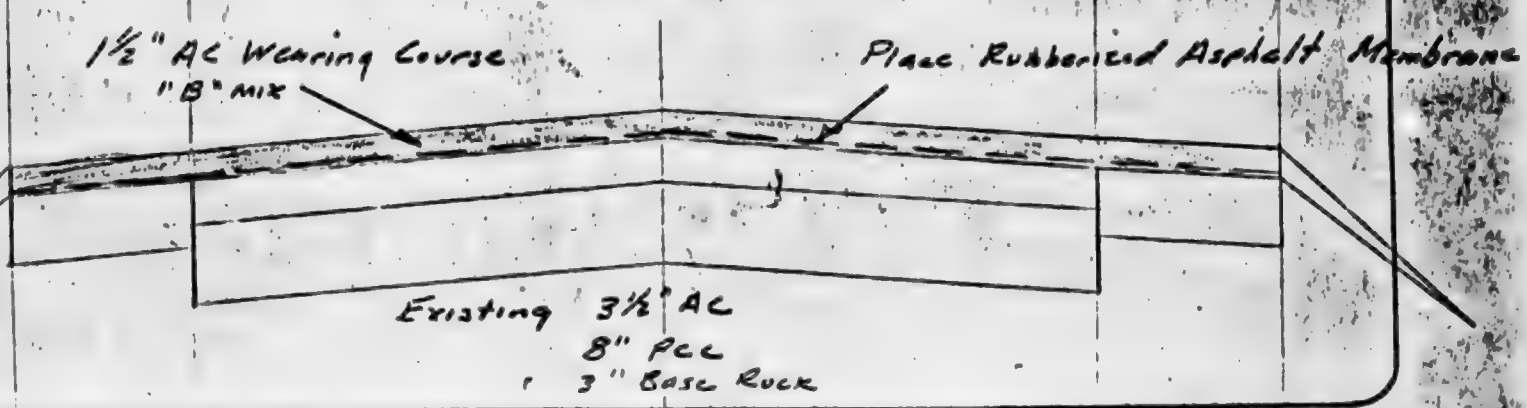
M.P. 234.0 - M.P. 237.00



M.P. 237.0 - M.P. 240.60 (Santiam R.)



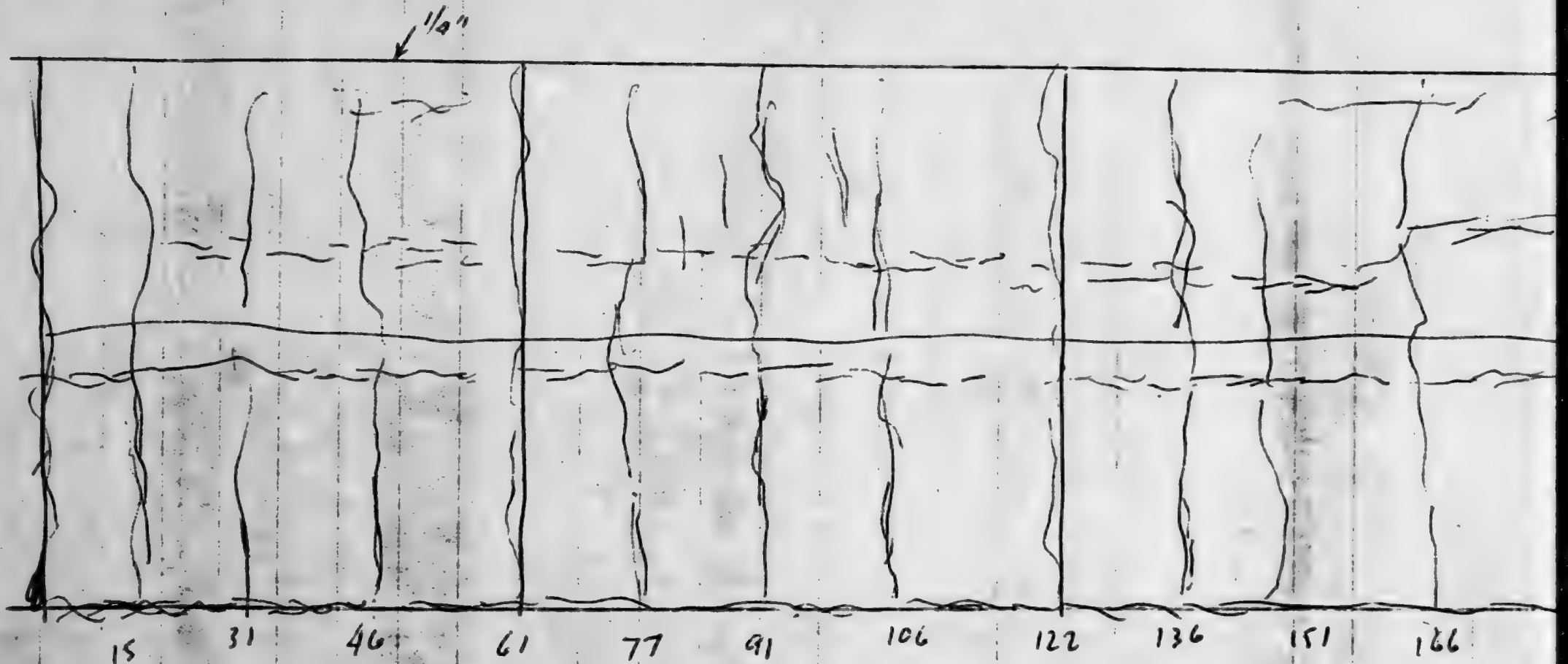
M.P. 240.60 - 244.46 (END)



Location: MP 243 (North Section)

Rutting: Right lane - 1/4 H wheel 3/8 right wheel Lt. lane. 0

Crack Widths: 3/4" right lane 1/2" to 1/4 left lane



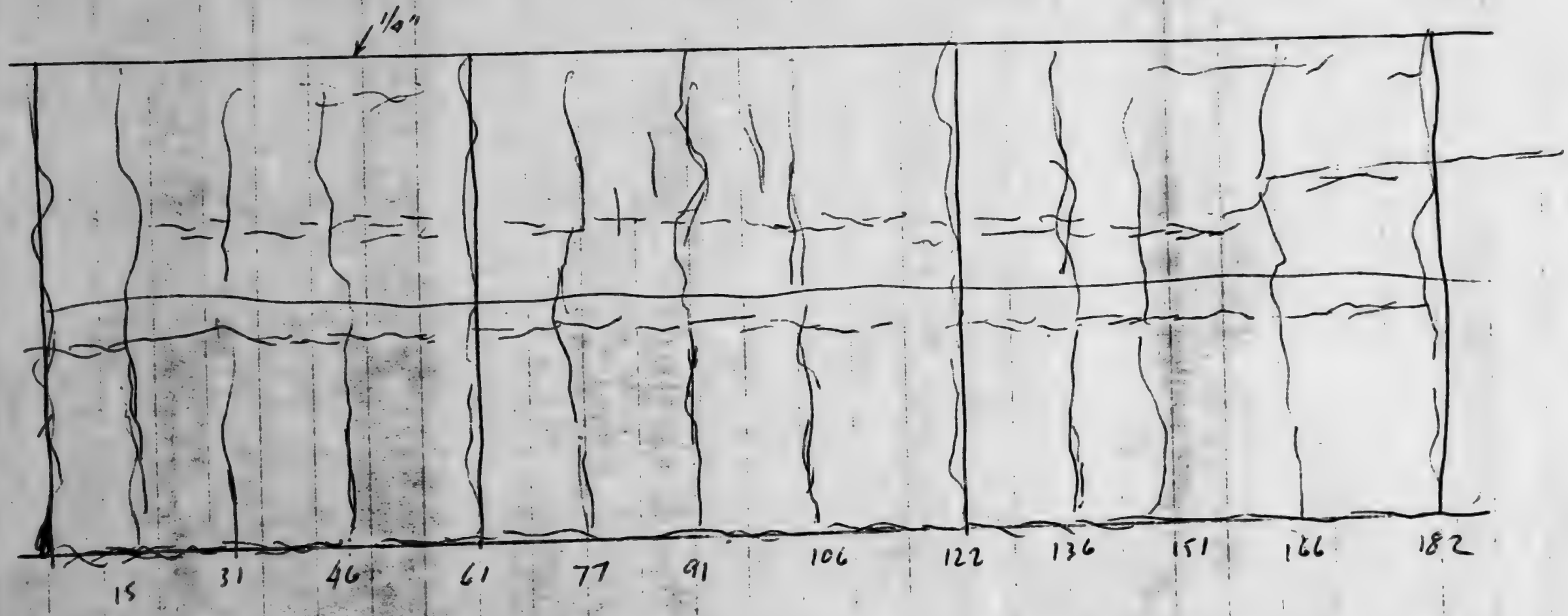
Note: Cracks generally 3/4" wide to hairline. Alligatoring along fog line (rt. wheel)

Cracks in left lane generally same as rt. lane

Location: MP 243 (North Section)

Rutting: Right Lane - 1/4" Inches 1/8 right wheel track Lt. Lane. 0

Crack Widths: 3/4" right lane 1/2" to 1/4 left lane



Note: Cracks generally 3/4" wide to hairline. Alligatoring along fog line (at all loc.)

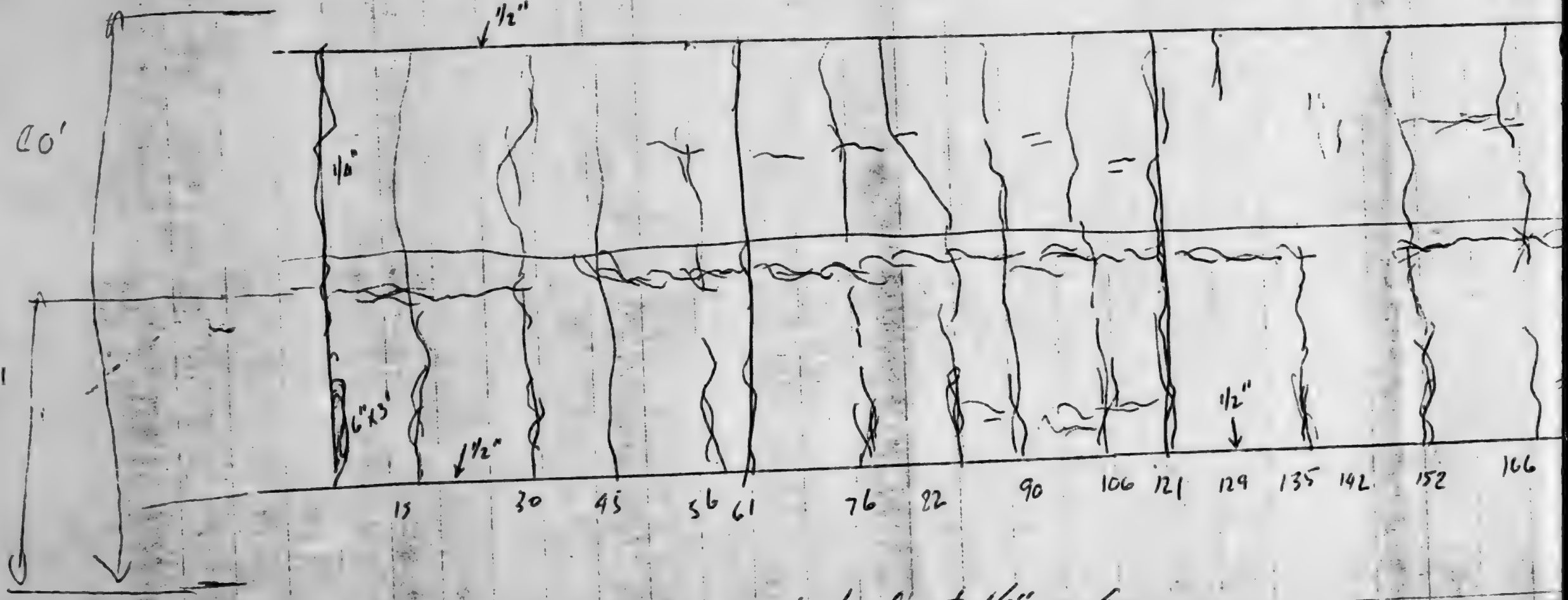
Cracks in left lane - generally same as rt. lane

MP
Location: 238 (Central Section)

Rutting: Rt Lane - rt. wheel 1/8" left wheel - 1/4" Lt. Lane - rt wheel 1/8" H.

Crack Spacing:

Crack Width: Rt. shldr. 1/2" Centerline 0 Lt. shldr. 1/2"



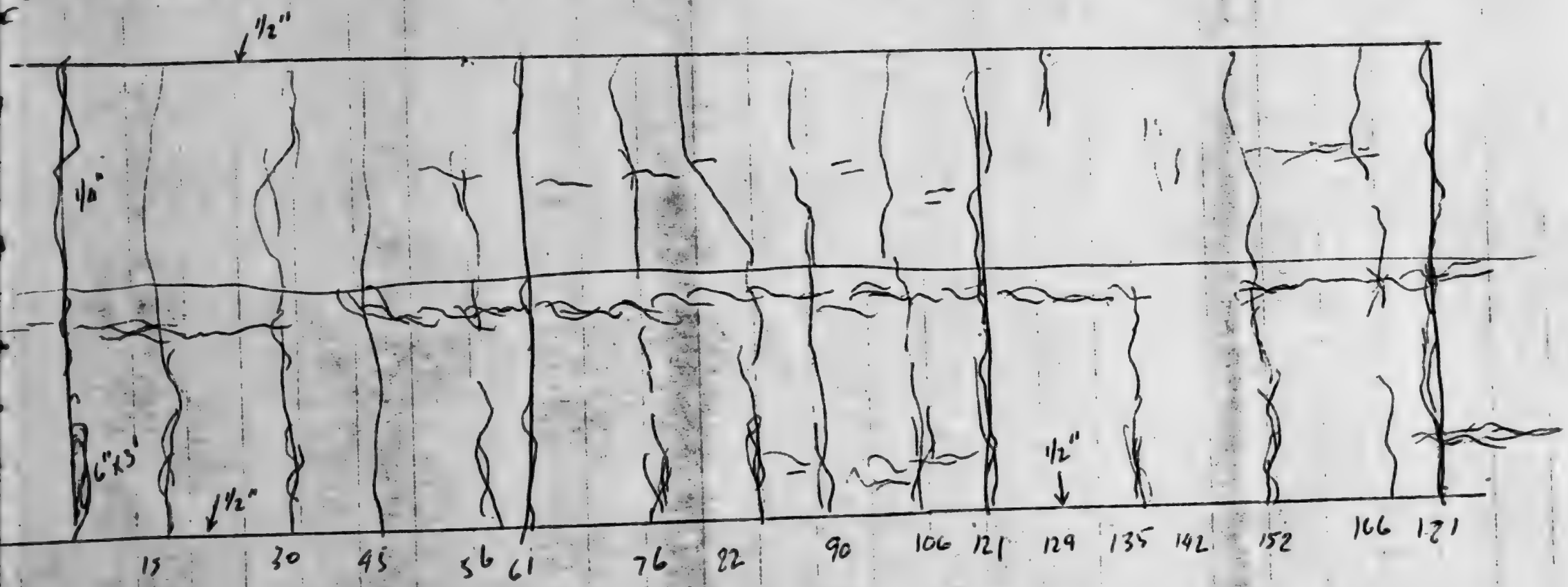
Note: left lane generally hairline to 1/4" cracks
Right Lane alligatored in left wheel track, spalling from shldr j
of various widths to 3" wide

MP
Location: 238 (Central Section)

Rutting: Rt Lane-rt. wheel 1/8" left wheel - 1/8" Lt. Lane-rt wheel 1/8" Lt. wheel 0

Crack Spacing:

Crack Width: Rt. shldr. 1/2" Centerline 0 Lt. shldr. 1/2" ~~[illegible]~~ generally.



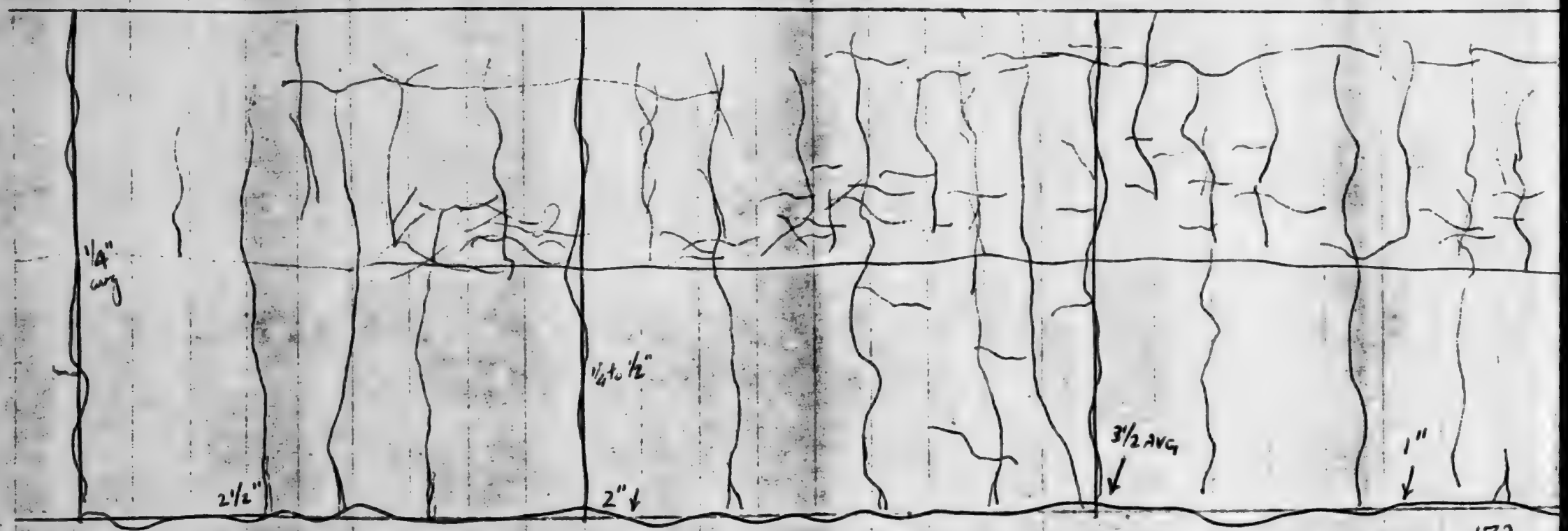
Note: left lane generally hairline to 1/4" cracks
Right lane alligatored in left wheel track, spalling from shldr joint to ℄ generally
of various widths to 3" wide

Location: MP 236 (South Section) No noticeable rutting

Rutting: Rt. Lane - rt. wheel | left wheel | left lane - rt. wheel

Crack Spacing:

Crack Width: right shldr. | centerline | lt. shldr.



Note: along rt shldr joint first 2" thereabouts crack is spalled badly (first 2 slabs)

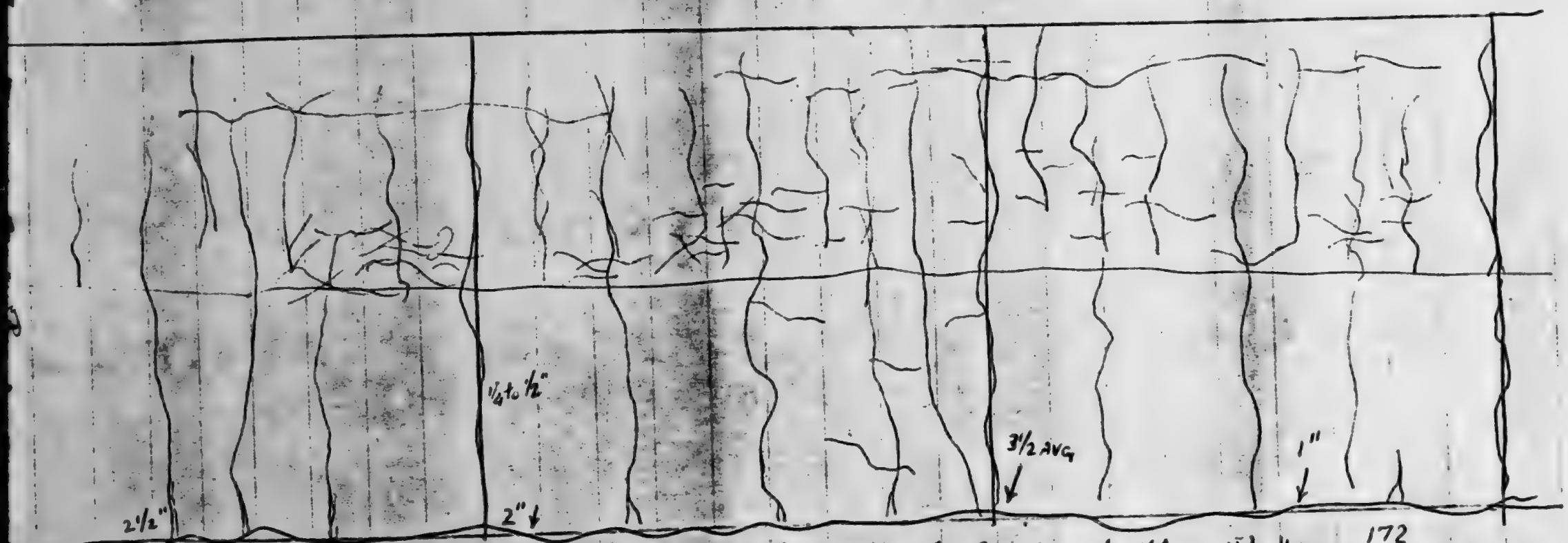
2' fall between shldr and flowline of ditch

Location: MP 236 (South Section) No noticeable rutting

Rutting: Rt. Lane - rt. wheel | left wheel | Left lane - rt. wheel | lt. wheel

Crack Spacing:

Crack Width: right shldr. | centerline | lt. shldr.



Note: along rt shldr. joint first 2" below wearing course is spalled badly (first 2 slabs)

2" fall between shldr and flowline of ditch

9379

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
Br 8133B

February 11, 1980

RECEIVED TECHNICAL SERVICES						
FEB 12 '80						
REFER TO						
FOR						
Info	Invest	R/D	D/R	Sign	Act	

NOTED
E. S. HUNTER

TO Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer ORIGINAL SIGNED
WALTER J. HART

SUBJECT Oking of SPRR at Jefferson Jct.
N. Jefferson Intch.-N.Albany Intch. Sec.
Pacific Highway
Bridge 8133B
Linn County

Our current plan for the subject structure calls for a complete deck replacement for the full bridge length. The estimated cost for this work is $940,000 including an allowance for engineering and contingencies. Attached are prints of drawing 12729 which shows the existing bridge plan and elevation.

Our previous submittal for this structure was a request for approval of a 2-inch structural concrete overlay on the deck plus replacement of the substandard rail. See letters of December 21, 1979 and November 9, 1979. Further field inspection has shown extensive Class III deck work is required. Approximately 50 percent of the deck area would have to be removed and replaced to satisfactorily prepare the structure for the concrete overlay. This deck area to be removed is in the panels adjacent to each bent cross beam. The thin 6-inch deck and large amounts of negative moment steel within the deck has contributed to the deteriorated condition.

To accomplish the structural overlay work, all the shoring, railroad protection, removal equipment, et cetera, that would be required to do the complete deck removal, would be necessary.

The costs for the structural concrete overlay are thus approaching the cost of a complete deck replacement. Since a structure that meets current standards is much more assured with the deck replacement proposal, we would like your approval to proceed with this project and your concurrence that this project is eligible for FAI and RRR funding.

Attached is the method for determination of the funding split between FAI and RRR funds.

cc E. S. Hunter
D. H. Moehring
D. O. Christensen
C. O. Fredrickson /w/ attach.
George Hopkins /w/ attach.

Form 734-3122

9379

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IR-I-5-4(87)235
Jefferson Interchange Structure

Date: February 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We received the deck survey information submitted by Mr. Hart's letter of December 21 and agree that extensive work is necessary to bring the deck up to standards on the SPRR Overcrossing at Jefferson Junction. If you feel it is necessary to replace the entire deck, please separate out the costs. A 2" bonded overlay is eligible for Interstate funding.

For G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
| | | | | X |

9379

7-5

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 19

TO: MEMO TO THE FILE

DATE: January 2, 1980

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: N. Jefferson Interchange-
N. Albany Interchange
Pacific Highway
Linn County

During the past several weeks there has been discussion as to how the subject section should be overlayed. The methods considered and estimated cost are:

1. Overlaying existing with a 3-inch asphaltic concrete overlay.
   $1,630,000

2. Removing existing AC from the travel lanes down to the concrete pavement, replace removed asphalt with recycled asphalt and overlay entire section with 2 inches of AC.
   $2,456,000

3. Removing existing AC from the travel lanes down to the concrete pavement, replace removed asphalt with new asphalt and overlay entire section with 2 inches of AC.
   $2,663,000

4. Removing existing AC over concrete pavement and placing a 3-inch bonded concrete overlay.
   $4,194,000

5. Place 6-inch CRC over existing.
   $5,002,000

Based on the above estimates and considerable discussion of the merits of each proposal, it has been decided to develop the contract plans for overlaying the existing with 3 inches of asphaltic concrete. An overlay utilizing recycled asphalt cannot be justified at this time.

DOC:ja

cc E. S. Hunter
G. K. Hossner - FHWA
W. H. Kappus
C. J. Gregg
Jim Wilson
Fred Eriksen
C. O. Fredrickson

81-125-1387

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date Dec 79

Section N. Jeff Intchge - N. Albany Intchge
County Marion & Linn
Kind Of Work 3" Asph. Conc. Overlay
Length 9.7
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization				All	92,850
	Temp. Prot. & Dir of Traffic				All	80,000
	Shoulder Aggregate		Ton	6920	6.50	44,980
	Asph. Conc Mixture		Ton	47820	13.00	621,660
	Asph. Cement in Mixture		Ton	3110	131.00	407,410
	Tack Coat		Ton	35	200.00	7,000
			Subtotal		*	1,253,900
			+30% E&C			376,100
			Total		*	1,630,000

D.O.C.
1-2-80 work up plans with the 3" overlay
JRW

NOTED
D.O. Christensen

Anderson
Sullivan

RECEIVED
DEC 31 1979
ROAD DESIGN SECTION
Action

ROUTING SLIP—DEPT. OF TRANSPORTATION 12/26/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lens Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number _____
FHWA	Photocopy	District Number _____
	Proj. Mgmt. & Operations Planning	

ATTENTION:

Versteeg

FROM:

Doe

COMMENTS: Estimates & typical sec. for N. Jeff. - N. Albany overlay project. understand Value Engr. Team is reviewing this project in depth?

Form 731-0022 (7/78) SP*70682-734

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____

Date 12-19-79

Section N. Jefferson Intch - N. Albany Intch

County Marion & Linn

Kind Of Work Remove A.C. 4"(Ave.) Thk. 27'Wide; Recycle & Replace; 2" O-lay 40'Wide Length 9.7mi. Name NE

Preliminary 12/19/79

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization				8%	140,000.00
	Temporary Prot. & Dir. of Traffic			All	—	100,000.00
	Remove Extg. A.C. 4"Thk.(Avg)		Sq.Yd.	149,700	2.50	374,500.00
	Reaycled Asph. Conc.		Ton	34,000	15.50	527,000.00
	Aggregates Added to Reaycled Asph. Conc.		Ton	11,900	6.00	71,400.00
	Asphalt Cement Added to Recycled Asph. Conc.		Ton	1,020	131.00	133,620.00
	Class "B" Asph. Conc. Mixture		Ton	25,200	13.00	327,600.00
	Asph. Cement In Mixture		Ton	1,640	131.00	214,840.00
				Subtotal		$1,888,960.00
		+30%	E & C			566,690.00
				Total		$2,455,650.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____
Date 12-19-79

Section N. Jefferson Intch - N. Albany Intch
County Marion & Linn
Kind Of Work Remove A.C. 4" (Ave.) Thk. 27' Wide; Replace With New; 2 - 12' Lanes 40' Wide
Length 9.7 mi.
Name NE

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization			All		151,750.00
	Temporary Prot. & Dir. of Traffic			All		100,000.00
	Remove Extg. A.C. 4" Thk. (Ave.)		Sq. Yd	149,700	3.50	523,950.00
	Class "B" Asph. Conc. Mixture		Ton	59,200	13.00	769,600.00
	Asph. Cement In Mixture		Ton	3840	131.00	503,040.00
			Subtotal			$ 2,048,340.00
		+30%	E & C			614,510.00
			Total			$ 2,662,850.00

N. Jefferson Intchge - N. Albany Intchge
Pacific Highway
12-26-79

Construction Sequence

1. Stage 1A & 1B

Remove 1" of existing surfacing 27ft wide alternating with stage 1A & 1B. Revert to two-way traffic at end of shift with no drop off between lanes.

2. Stage 2A & 2B

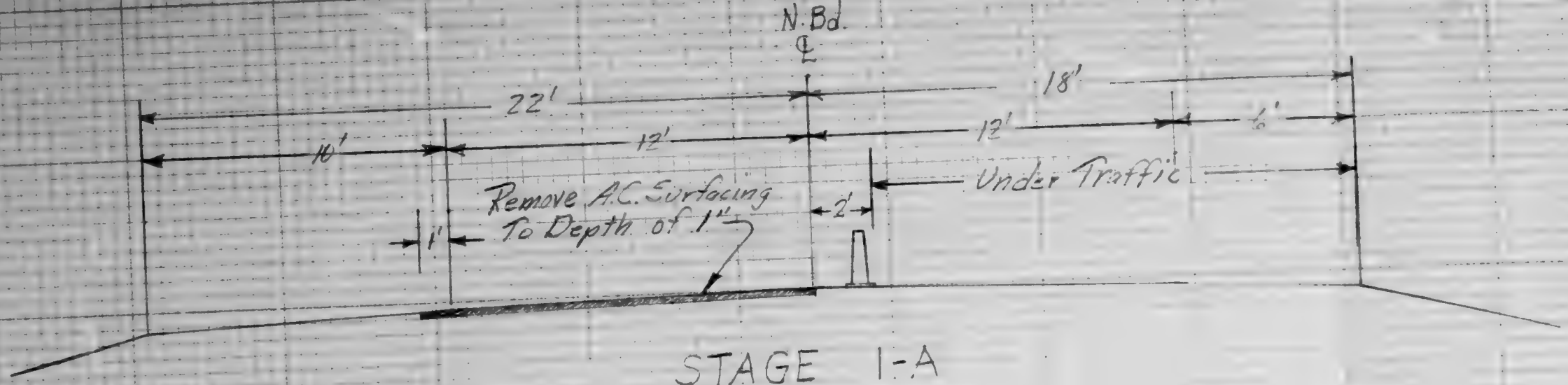
Removal of material will only progress to the extent that needed repairs to the existing PCC pavement can be done and the first lift of new material placed during daylight hours. The roadway will be returned to two-way traffic during nighttime hours. The 2nd lift will be placed as-soon-as practical during the next shift.

3. Stage 3A & 3B

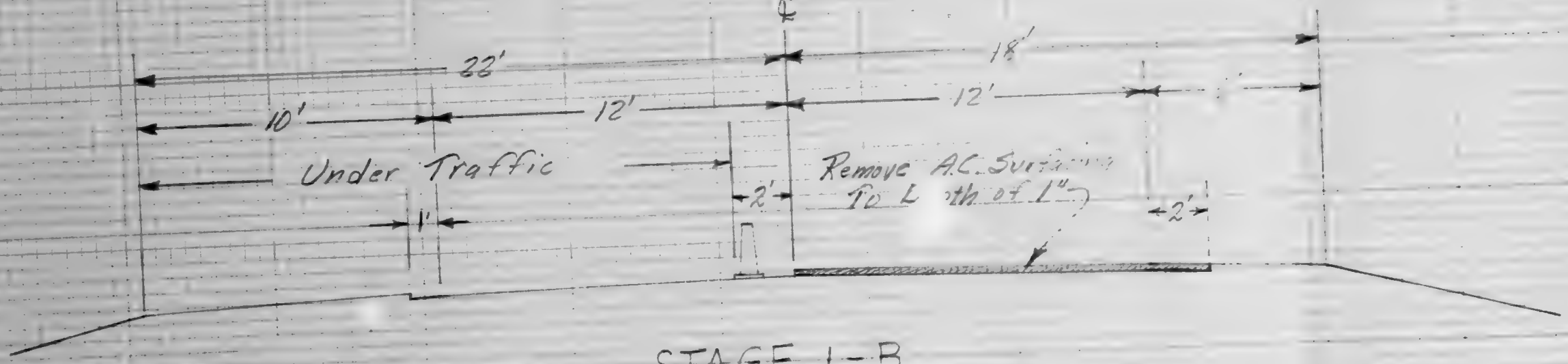
Same as Stage 2A & 2B

4. Stage 4A & 4B

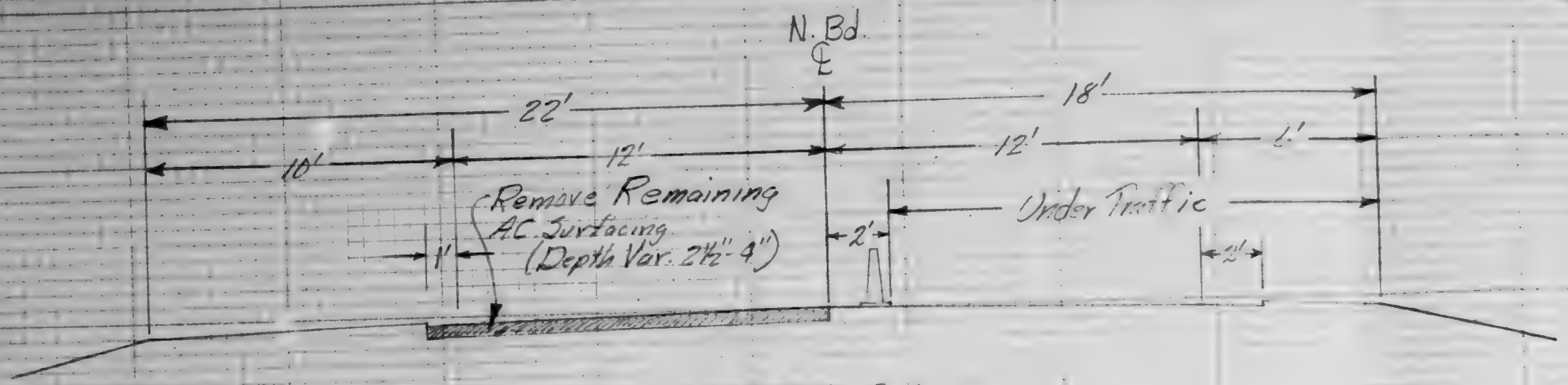
Place final 2' overlay over entire cross-section.



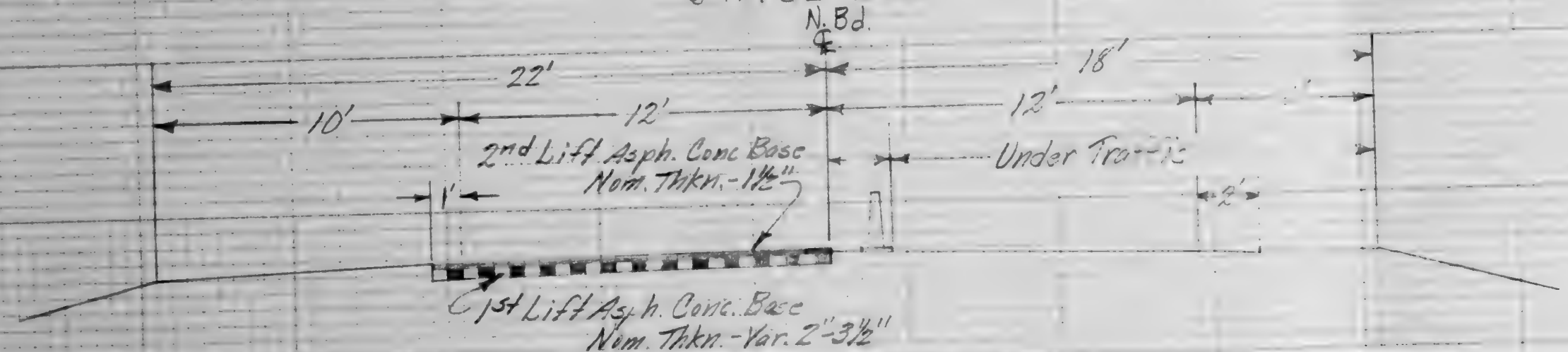
STAGE 1-A



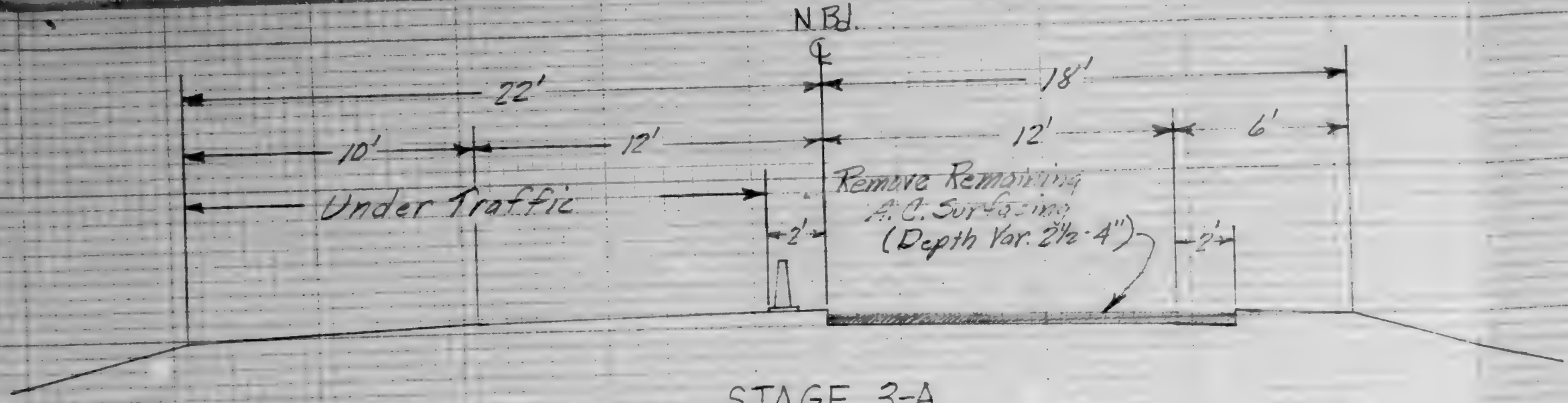
STAGE 1-B



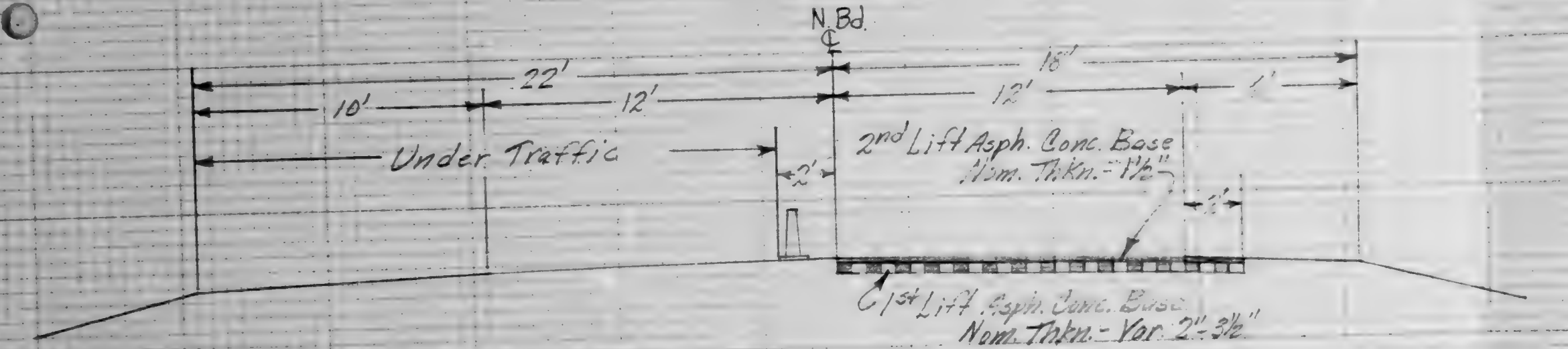
STAGE 2-A



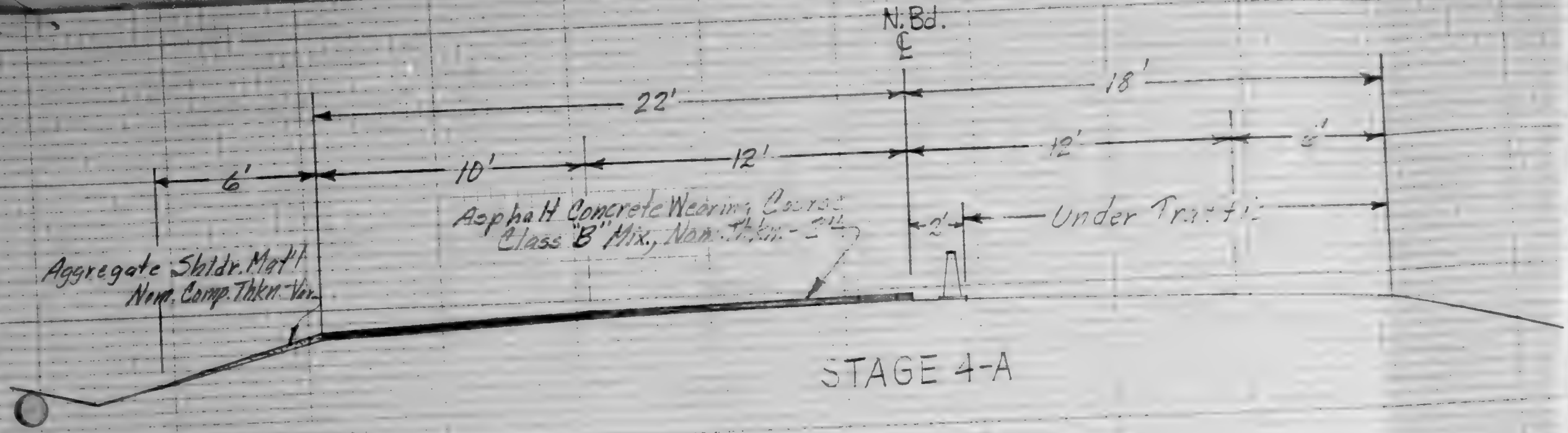
STAGE 2-B



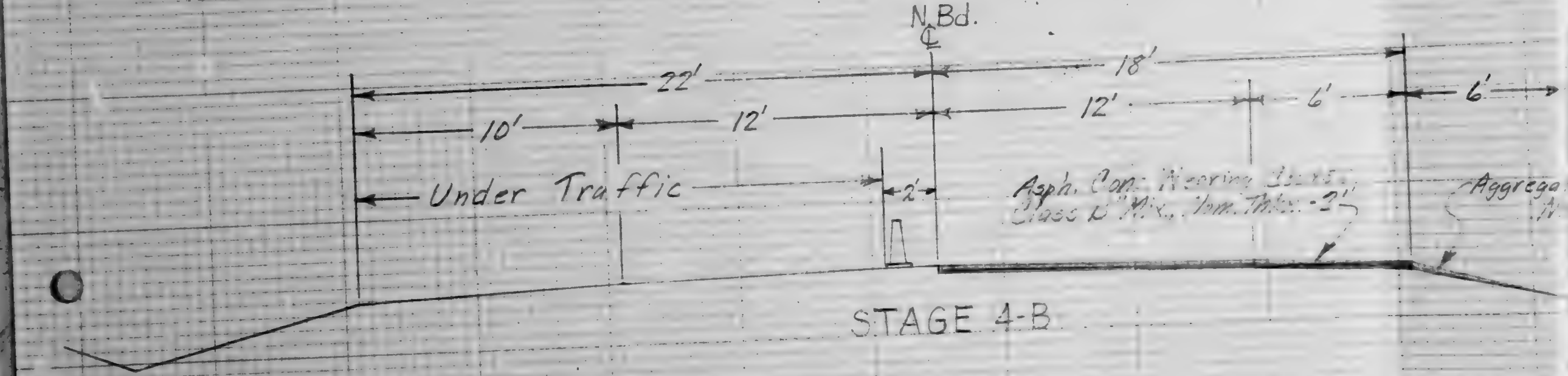
STAGE 3-A



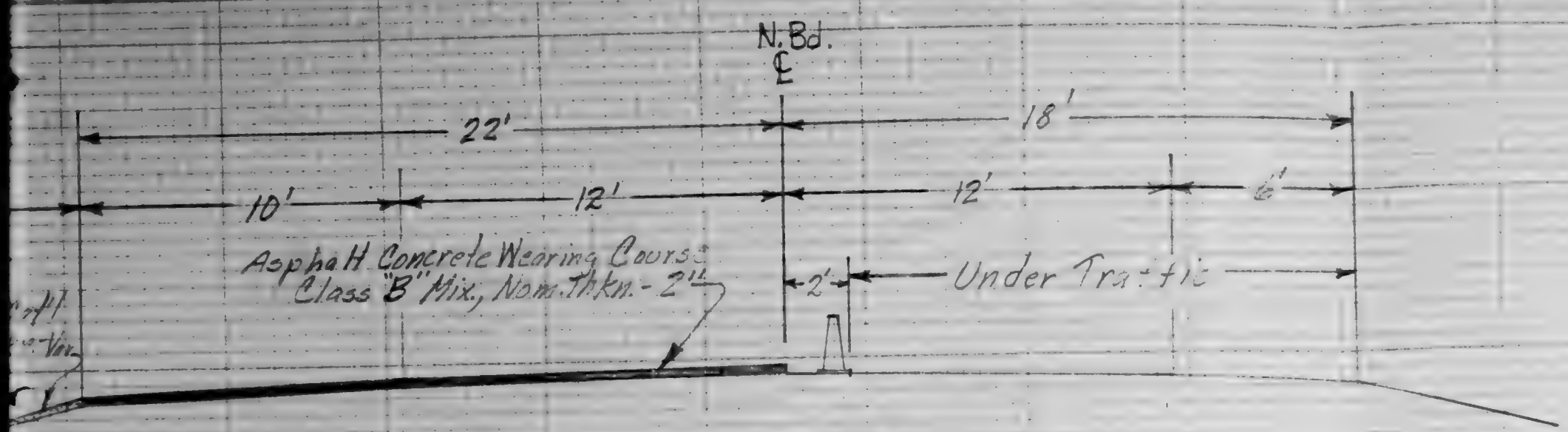
STAGE 3-B



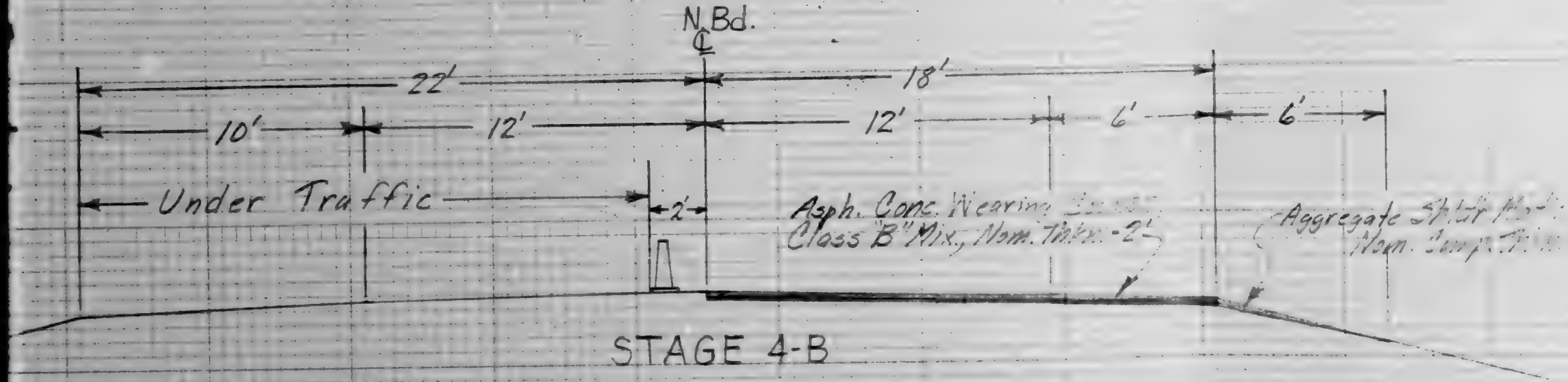
STAGE 4-A



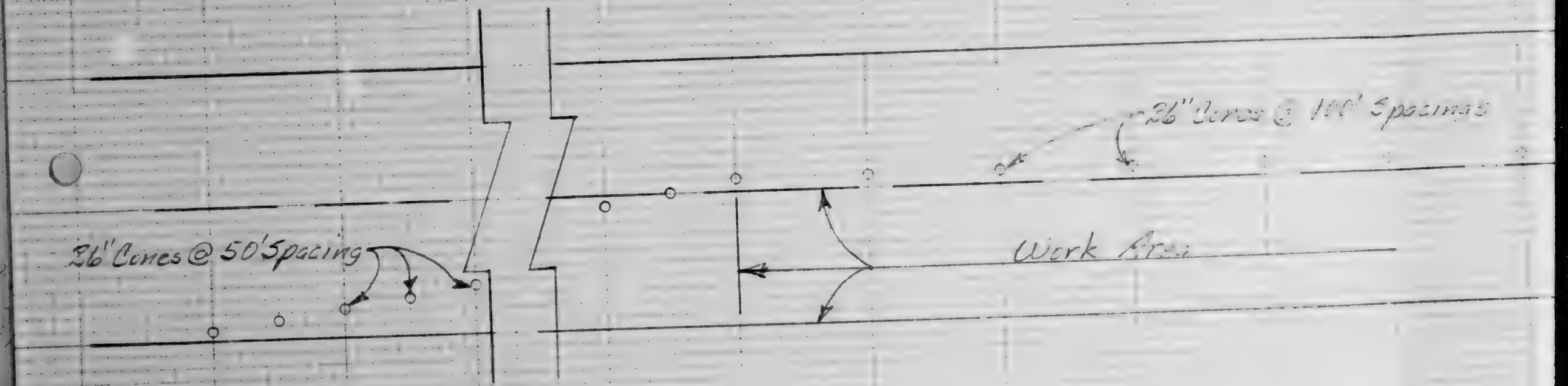
STAGE 4-B



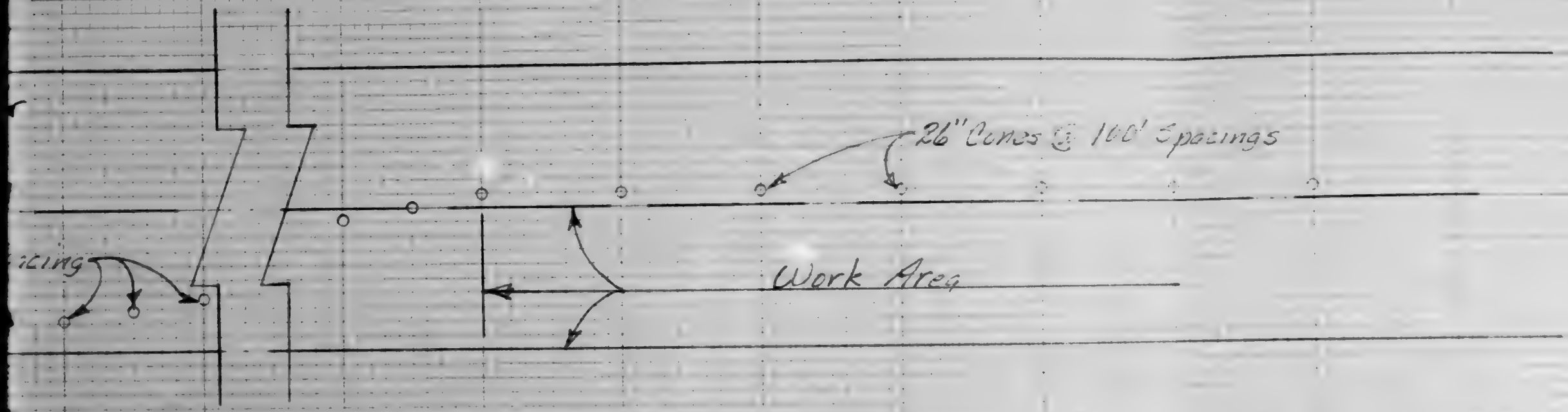
STAGE 4-A



STAGE 4-B



TYPICAL LANE CLOSURE
(STAGES 1 - 4)



TYPICAL LANE CLOSURE
(STAGES 1-4)

9379

I-5

STATE OF OREGON

INTEROFFICE MEMO

TO: Bill Fretwell
Region Geologist

DATE: December 21, 1979

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr. James E. Wilson
Asst. Engineer of Materials

Subject: Sampling of Paving on N. Jefferson Int.-N. Albany Section for Recycling

Hal Versteeg has asked that we evaluate the existing asphalt concrete paving on the N. Jefferson Int.-N. Albany Section of I-5 for possible recycling of the material for the project overlay. Sampling of the pavement for the required laboratory testing has been discussed with Chuck Reeves.

Samples needed for our testing are 150 lbs. of pavement from each of four randomly selected locations over the length of the project. Since the shoulder paving is not planned for recycling, the samples should be obtained from the outside and inside travel lanes. It is suggested that the samples be cut from the area of pavement between the outside wheel track and the edge of the travel lane.

Since the test result information is needed by February 15, 1979, we would appreciate receiving the samples as soon as possible.

JEW:gs

cc: C. T. Keasey
Hal Versteeg
Chuck Fredrickson

Contains recycled materials
1-125-1367

1 Versteeg
Anderson
2 Christensen Doc
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 26 1979
ROAD DESIGN SECTION

Do Not File
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Bring Up /
Action

SP 75683-125

9379

Region 2 L.

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

December 5, 1979
Salem, Oregon

FILE:
NOTED
E. S. HUNTER

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Santiam Safety Rest Area
Pacific Interstate Hwy

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

Please include the following projects affecting the Santiam Safety Rest Area in the approved Six-Year Highway Improvement Program.

1. N. Jefferson Jct.-N. Albany overlay currently scheduled for the January 1980 bid opening includes minimal overlay on the ramps and possibly the small loops but not the large parking area. This minimal overlay is intended to hold the surfacing until a more extensive project is constructed.

copy for Santiam S.R.A.

2. Santiam S. R. A. water and sewer expansion presently scheduled for the June 26, 1980 bid opening at an estimated $400,000 cost is a must project. Otherwise, health authorities will close this rest area unless other arrangements are made.

3. Expansion of the Santiam S. R. A. has been contemplated for some time and is included in the Interstate Needs study. Current estimated cost as indicated on the attached project request is $2,565,000. We understand there is only one year of interstate program remaining after the current Six-Year Highway Improvement Program and any projects to be constructed under the Interstate program should be included in the Six-Year Highway Improvement Program. We also understand interstate project requests exceed funds available by $200,000,000; more or less. If you can not include the full $2,565,000, this Region recommends the alternative of simply rebuilding the ramps and overlaying the parking areas at an estimated $1,265,000 as indicated on the other attached project request. The revision of these ramps is a vital safety necessity. Numerous accidents occur northbound. District Engineer Howard Johnson estimated that for every reported accident, 10 go unreported. To sum up this particular request: We respectively request the inclusion of $2,565,000 in the new Six-Year Highway Improvement Program, or if funds do not permit, then the reduced $1,265,000 project scaled down to the minimal safety needs.

Thank you for your consideration of these requests.

GW/rgb
cc: H. C. Johnson, K. Oliver, L. Weber

Copies to: L.W. RuLien
J.H. Wilstead
F.S. Hunter
Frank Turpin
D.C. Christensen
J.B Boyd
Gary Potter
W.J. Hart

RECEIVED
TECHNICAL SERVICES
DEC 7'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 12/3/79

A. IDENTIFICATION:

Proposed Section: Santiam Safety Rest Area (Full Expansion) Region: 2

Highway: I-5 St. Hwy. No. 1 M.P. ____ to M.P. ____ Length: ____

County(s): Marion (Attach Sketch Map)

Recommended Construction Date: ____ Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width			Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	1	12	8				2400	Est'd		
Proposed Facility:	1	m12	10							

D. DEFINE THE PROBLEM: Existing ramps not of current design and parking facilities not adequate.

E. PROPOSED SOLUTION: Build new ramps and expand parking facilities.

F. REASON FOR REQUEST AT THIS TIME: Update of 1971 est

G. COST ESTIMATE

Roadway Work	$ 2,080,000
R/W (Approx: No. of Parcels 3, Acres 21, Any Reloc. no).	65,000
Structures	420,000
Other (Define) ____	
Preliminary Engineering (By Whom) ____	
TOTAL	$ 2,565,000

H. REQUESTED BY: H. C. Wentz
Region Engineer or Section Head

Approval/Disapproval ____ State Highway Engineer Date

Approval/Disapproval ____ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 12/3/79

(Minimal Ramp Safety Improvement

Proposed Section: Santiam Safety Rest Area & Parking Lot Overlay) Region: 2

Highway: I-5 St. Hwy. No. 1 M.P. ____ to M.P. ____ Length: ____

County(s): Marion (Attach Sketch Map)

Recommended Construction Date: ____ Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section	Year	Funds Available
Postpone ☐		Current 6 YP	
		Recommend	
Cancel ☐		Current 6 YP	
		Recommend	

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width			Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	1	12	8				2400	est'd		
Proposed Facility:	1	12	10							

D. DEFINE THE PROBLEM: Existing ramps not of current design and parking lot needs overlay

E. PROPOSED SOLUTION: Build new ramps and overlay parking lot

F. REASON FOR REQUEST AT THIS TIME: Budget money in 6-year plan.

G. COST ESTIMATE Update of 1971 estimate.

Roadway Work	$ 780,000
R/W (Approx: No. of Parcels 3, Acres 21, Any Reloc. no).	65,000
Structures	420,000
Other (Define) ____	
Preliminary Engineering (By Whom) ____	
TOTAL	$ 1,265,000

H. REQUESTED BY: [signature] Region Engineer or Section Head

Approval/Disapproval ____ State Highway Engineer Date

Approval/Disapproval ____ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

9379

L.

Form FHWA 121 (8/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IR-I-5-3(118)
Jefferson Interchange Structure

Date: November 19, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's letter of November 9, 1979 requests approval of a 2" bonded overlay on the above structure. Please note, before we can authorize construction of the overlay a complete deck survey must be made (FHPM Vol. 6, Chapter 7, Section 25, Subsection 7, Paragraphs 8 & 12a).

for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 20 '79
REFER TO
FOR
Info | Invest | R-D | D/R | Sect | Ass | File

11/21

9379

1-5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 9, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St N E
Salem OR 97301

O'crossing of SPRR at Jefferson Jct.
N.Jefferson Intch.-N.Albany Intch. Sec.
Pacific Highway
Linn County
Bridge 8133

The southbound Jefferson Interchange structure in the subject project has a thin six-inch deck. The deck is rough, cracked, and with some spalling at the deck joints. The deck surface is moderately worn with polished aggregate in the major traffic lane. The salt content readings are anticipated to be low. Samples will be taken November 13, 1979, and the results will be forwarded to you as soon as they are available.

Your approval is requested for placing a two-inch bonded concrete overlay on this structure as a second stage deck construction. Approval also is requested to replace the substandard picket fence type rail with a type G concrete rail.

WALTER J. HART

Walter J. Hart
Bridge Engineer

cc D. H. Moehring
B. O. Christensen
C. O. Fredrickson

1 Verstoep
Anderson
2 Chris
Olsen
Sullivan
Tarpin
Wakering

RECEIVED
NOV 13 1979
ROAD DESIGN
SECTION

Do Not File
Return To
Signature
Action

P.E.

Form 734-3122

9379

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 18, 1979

Salem, Oregon

FILE:

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: Jerald Backstrand
SUPERVISING DESIGN ENGINEER

SUBJECT: N. Jeff. Intch.-N. Albany
Intch. Section
South Jefferson S. B. Structure
Pacific Interstate Hwy

As discussed with you recently, the southbound S. Jefferson interchange structure needs an Iowa Deck overlay. If at all possible, this should be included in the current contract. We would not want to delay that contract however.

To aid you in making any request and analysing the need for this recommendation, I attach copies of the August 29, 1977, field inspection report that details the condition of this deck and other deck features.

This was discussed in a preliminary way with FHWA Area Engineer, Bill Kappus. Since this is a thin deck structure, he agrees. In fact, his review brought out the fact that the structure has a metal picket fence railing. He would agree with replacement with a GM rail or something similar.

GW/rgb
cc: D. H. Moehring
D. O. Christensen
C. E. Payton
H. C. Johnson
Keats Oliver

RETURNED TO
Stoudenmayer
Sample
Watson
Lau
Due
DESIGN ENGINEER

RECEIVED
OCT 19 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
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* This bridge work will not be included in the project scheduled for Jan 24, 1980 letting.
10-23-79 T.E.

9379

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Road Design Section 378-6558

October 1, 1979

Leonard L. Wallace
Bridge Design Engineer

Fred Eriksen
Design Engineer Supervisor

N. Jefferson Int.-N. Albany Int.
Pacific Highway
Marion and Linn Counties
Prefix 922-1902

The pavement overlay design for the northbound lanes has been revised. The previous design was a petromat and 2-inches of asphalt concrete. The present design is 3-inches of asphalt concrete with a 1-inch allowance for leveling and a future 1-inch friction course.

My letter of May 29, 1979, (copy attached) listed 15 structures on the northbound lanes that might be affected by the overlay.

Please advise if this revised base design will change the recommendations in Mr. Brackstrand's letter of June 5, 1979, for handling the overlay at structures.

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REFERRED TO
Beard Stoudenmeyer
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Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 29, 1979

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: Leonard L. Wallace
Bridge Design Engineer

SUBJECT: N. Jefferson Int.-N. Albany Int.
Pacific Highway
Marion and Linn Counties
Prefix 922-1902

We are preparing contract plans for an overlay and safety project from MP 234.74 to MP 244.45. The pavement overlay tentatively planned is placing a petromat and 2 inches of asphaltic concrete on the northbound lanes.

The southbound lanes in this section are concrete pavement.

Within the project limits on the northbound lanes are 15 structures. Most of the structures have 1½ inches of asphalt concrete on the decks.

The structures affected are:

M.P.	Br. No.	Length
235.67	8218A	131 feet.
235.71	6726	126
238.22	2505	397
239.35	6777	189
239.85	6776	299
240.03	6994	105
240.20	6775A	105
240.42	6774	168
240.46	2541	900
241.12	6773	105
241.35	6772	230
241.70	6771	115
242.14	6770	38
242.58	6769	45
244.03	6918	16

Please review the structures and furnish us with your recommendation for handling the overlay at the structures and any other work to be included in this project. Please give this request your early attention.

FE:ab

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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT.

378-6537 TELEPHONE

TO: Fred Ericksen ATTN: Norm Cuno
Design Engineer Supervisor

DATE: August 17, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: N. Jefferson Interchange - N. Albany Interchange
~~Pacific Highway No. 1~~
Linn County

In reply to your question about marking the locations of existing detector loops for our Fog Research Equipment north of Albany, we have contacted the Signal Shop and found that the detector loops can be precisely located in the future with test equipment if the need arises. Therefore, we see no reason for marking the loops before the subject overlay project begins.

Your consideration for our research equipment is appreciated.

L. E. George
Traffic

AA:gim

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BY FINAL DESIGN ENGINEER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

August 1, 1979

FILE: 622-1902D

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: N. Jefferson Intchge

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

The attached sketch reflects a revised "RF" alignment and right of way taking station 499 to station 506.

The Wollander file #49328 is under condemnation, defense attorney has filed a "Plea of Abatement", contending that all of proposed taking is not required.

Les Hampton requested an investigation and concurs that reduction in taking should be accomplished if reasonable.

cc: R.E. Nelson

REFERRED TO
Beard ← Staudenmeyer
Cole — Semple
Eriksen — Watson
Hager — Dorn — Lau
Return Direct — Do File Copy — Due
BY FINAL DESIGN ENGINEER

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8-7-79
File returned & sent to RW

500

505

NB

308'

520'

540'

397'

500'

RF
16°CL
Δ 69°22'
T 247.81
R 358.10

503+35 PT

Proposed RF

S 16° 39' 30" E

S 52°42' 30" W

Proposed Toe Slope

Proposed R/W

49328
1.34 Ac. ±

49329
0.72 Ac. ±

7.6 Ac. ± Rt.

N. Jefferson Inter.

Note: Distorted Scale

3 W., W.M.

Wollander
433-330

In excess of 50 Acres Rt.

7379 ©

1-5

STATE OF OREGON

ROAD DESIGN SECTION — DEPT.

378-6558 — TELEPHONE

INTEROFFICE MEMO

DATE: July 11, 1979

TO: C. O. Fredrickson
Region II Engineer

FROM: W. H. Wakerlig
R/W Descriptions Engineer

SUBJECT: North Albany Interchange Section
[redacted]
Linn County

We are herewith forwarding a reproducible map covering the subject survey for your verification, professional seal, signature and submittal to the county per ORS 209.250.

This is in compliance with the request by Jim Dixon, Region Right of Way Supervisor, in the letter dated July 2, 1979, for a plat of right of way pins set in front of the old Resident Engineer's Office on the east side of the Pacific Highway in the North Albany Interchange vicinity.

By: Arthur L. Dean
Arthur L. Dean
Sr. Engineer Draftsman

ALD:cj
Attachments

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JUL 12 1979
ROAD DESIGN SECTION

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STATE OF OREGON

INTERC CE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: Jerald E Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

DATE: June 5, 1979

SUBJECT:

Bridge	No.
Murder Cr.	8218A
Murder Cr.	6726
Jefferson Jct. Oxing	2505
Overflow	6777
Murder Cr.	6776
Overflow	6994
Overflow	6775A
Overflow	6774
Santiam River	2541
Overflow	6773
Overflow	6772
Overflow	6771
Doty Creek	6770
Sidney Power Canal	6769
Farm Machinery U'pass	6918

N.Jefferson Int.-N.Albany Int. Sec.
Pacific Highway
Marion and Linn Counties

In the N.Jefferson-N.Albany project, the following are recommendations for overlaying the subject structures:

Santiam River Bridge, 2541 - Do not overlay structure.

Jefferson Jct. Oxing, 2505 - Remove existing 1 1/2" AC wearing surface. Place Petromat and 2" overlay across bridge.

Murder Creek - 8218A, 6726, 6776
Overflow - 6777, 6994, 6775A, 6774, 6773, 6772, 6771
Doty Cr. - 6770; Sidney Power Canal - 6769; Farm Machinery Underpass -6918: Place petromat and 2" overlay across bridges. Total thickness of existing ACWS plus petromat plus new overlay not to exceed a maximum of 4".

JEB:dh

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

REFERRED TO
Beard Stoudamayer
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BY FINAL DESIGN ENGINEER

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81-125-1307

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STATE OF OREGON

INTEROFFICE MEMO

Highway-Traffic DEPT. 378-6537 TELEPHONE

TO: J. H. Versteeg Attn: Fred Ericksen DATE: June 1, 1979
Road Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: N. Jefferson Interchange - N. Albany Interchange
M.P. 234.74 to M.P. 244.45
Pacific Highway No. 1
Marion and Linn Counties

At your request, we have reviewed the accident history on the subject section. For the three year period from 1-1-75 to 12-31-77 the accident rate was consistently below the statewide average for this type of highway.

There were no noticeable concentrations of accidents at any specific location. Therefore, we can offer no recommendations for additional corrective treatment to be incorporated in this project.

L. E. George
Traffic Engineer

GE:gim

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BY FINAL DESIGN ENGINEER

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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: Lyle K. Watson
Design Engineer Supervisor

DATE: April 20, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Four Interchange Ramps
Pacific Highway No. 1 (I-5)
Linn County
South Jefferson Junction Interchange M.P. 338.22
North Albany Interchange M.P. 234.39
Santiam Interchange M.P. 233.23
Lebanon-Corvallis Interchange M.P. 228.09

This acknowledges your letter dated April 12, 1979 requesting a review of accident history on subject project.

Our investigation revealed no apparent accident problem areas.

L. E. George
Traffic Engineer

JB:ds

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Stoudammyer
Samuels
Watson ✓ LW
Lee
Mackey Dea

NOTED
L. K. WATSON

.1981 N. Basin Ave./N. Going St. 9380
.Sec. of FAU 9930 & 9926 on Swan Isl.
.(Gr., Pav., Illum., Sig., Lndscp.) #3

For EIS. see Greeley to I-5
folder in ~~Gov-21-10-1 - Sp.~~
#9729

C4A 5922 9/12/79
7237 12/7/79

RR 799 3/13/81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

March 31, 1988

IN REPLY REFER TO
HRW-OR

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

Oregon Project IX-9926(6)
North Basin Avenue - North Going Street
File No. 51532

As requested by Property Management Supervisor, Doug Luth, in his March 15, 1988 letter, we approve the City of Portland's plan to sell its interest in Parcel No. 2 of the subject file to the Port of Portland.

Sincerely yours,

John D Wichman
for Dale E. Wilken
Division Administrator

cc:
OSHD (Steve Green, R/W)

RECEIVED
STATE HWY ENGR
MAR 31 '88
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9380 5-29-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION	STATE VOUCHER NO.
	FHWA VOUCHER NO.
	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Building Salem, OR 97310	*(For use of Paying Office)*

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 9/02/80 TO 5/06/87	☐ OTHER PROGRESS ☒ FINAL VOUCHER (*)	FEDERAL AID PROJECT NO. IX-9926(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580	19,380.39	19,380.39	85%	16,473.33	16,473.33	-0-
ROW772	125,000.00	125,000.00	85%	106,250.00	106,250.00	-0-
823	194,000.00	194,000.00	85%	164,900.00	164,900.00	-0-
	338,380.39	338,380.39	85%	287,623.33	287,623.33	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	5/29/87	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00	SIGNATURE OF FHWA REPRESENTATIVE
ADJUSTMENTS	*(SIGN ORIGINAL ONLY)*
AMOUNT APPROVED	DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BASIN AVE. - GOING ST. INTERCHANGE SECTION MULTNOMAH COUNTY					
	Type Code ROW Right-of-Way					
	Right-of-Way	All Required			$327,600.00	
	Acquisition Expense					
	State				$ 10,780.39	
					$337,380.39	
	Totals are as of the FHWA Billing Voucher dated 5/06/87.					
	Revised R/W plans were approved by FHWA on 7/09/86.					
	Participating Right-of-Way Costs are for Right-of-Way actually incorporated into the Final Project, and all Costs have been previously certified by the Right-of-Way Engineer.					

AMOUNT CARRIED FORWA.....

☆U.S. Government Printing Office 1986—488-578/60058

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 1342

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT	P1			1.79CR	525.49CR	203,298.21
		TOT	P2				83,486.14	181,074.69
		TOT	N1				1,337.28	41,313.95
		** JOB TOTALS **				1.79CR**	84,297.93 **	425,686.85 **

NE GIBSON-SE GLENWOOD ST — CONT NO — FA PROJ NOS X1 9699004 100 — STATE

	326	2570	295	00	N	9			71,367.87
	326	2570	296	00	N	9		73.95CR	433,359.78CR
	326	2570	298	00	N	9		73.95	361,991.91
	326	2570	401	00	P	1			162,207.00
	326	2570	403	00	P	1			118,915.00
	326	2570	404	00	P	1			4,303.00
	326	2570	405	00	P	1			59,008.00
	326	2570	407	00	P	1			24,481.88
	326	2570	409	00	P	1			73.41
	326	2570	412	00	P	1			2,343.47
	326	2570	413	00	P	1			993.50
	326	2570	414	00	P	1	1.69	21.69	12,351.31
	326	2570	415	00	P	1			91.95
	326	2570	426	00	P	1			26,989.61
	326	2570	430	00	P	1			109.66
	326	2570	707	00	P	1			500.00
	326	2570	713	00	P	1			7,818.42
	326	2570	913	00	P	1			1,050.83
	326	2570	915	00	P	1			328.26
	326	2570	920	00	P	1			78.45
	326	2570	930	00	P	1	.30CR	67.14	3,801.15
	326	2570	950	00	P	1			429.32
		TOT	P1				1.39	88.83	425,874.22
		** JOB TOTALS **					1.39 **	88.83 **	425,874.22 **

BASIN AVE-GOING ST INTCHGE — CONT NO — FA PROJ NOS X1 9926006 100 X10 9926006 X10 9926006 — STATE

	326	2571	295	00	N	9	Tr. City			29,100.00
	326	2571	296	00	N	9	" St		16,006.12CR	316,256.12CR
	326	2571	298	00	N	9	" Fed		16,006.12	287,156.12
	326	2571	401	00	P	1	Vet cost Land		18,830.73CR	182,243.62
	326	2571	401	00	P	2	" "			116,025.65
	326	2571	401	00	P	3	" "		18,830.73	18,830.73
	326	2571	404	00	P	1	Value of trees, Shrubs, Etc.			10,500.00
	326	2571	407	00	P	2	Appraisals, Witness Fees, Etc.			6,616.11
	326	2571	412	00	P	1	Title cost & recording Fees			861.83
	326	2571	412	00	P	2	" "			205.07
	326	2571	414	00	P	1	Negotiation Exp.			12.54CR
	326	2571	414	00	P	2	" "			683.15
	326	2571	430	00	P	1	Appraisal Review			2.86CR
	326	2571	430	00	P	2	" "			69.15
	326	2571	913	00	P	1	R/W Liaison & Reloc. Plan			85.07

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 1343

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326	2571	920	00	P 1	Prog. Spc. 04CR	7.88	20.21
	326	2571	920	00	P 2	" "		62.87
	326	2571	930	00	P 1	R/w office Expense "		312.55
	326	2571	930	00	P 2	" "		1,338.00
			TOT		P1	.04CR	18,822.85CR	194,007.88
			TOT		P2			125,000.00
			TOT		P3		18,830.73	18,830.73
			** JOB TOTALS **			.04CR**	7.88 **	337,838.61 **
N BASIN AV-PAC HWY-PRTLD	CONT NO		FA PROJ NOS XI 9926005 100					STATE
	326	2574	295	00	N 9			447.60
	326	2574	296	00	N 9			447.60CR
	326	2574	407	00	N 1			36.60
	326	2574	411	00	N 1			4.20
	326	2574	903	00	N 1			370.50
	326	2574	920	00	N 1			30.30
	326	2574	930	00	N 1			6.00
			TOT		N1			447.60
			** JOB TOTALS **			**	**	447.60 **
LPXING-BIRCH AV(WOODVLG)	CONT NO		* FA PROJ NOS X10 9877002 100					STATE
	326	2575	296	00	N 9			19,137.29CR
	326	2575	297	00	N 9			2,870.59
	326	2575	298	00	N 9			16,266.70
	326	2575	401	00	P 1			10,914.00
	326	2575	403	00	P 1			3,266.00
	326	2575	405	00	P 1			650.00
	326	2575	407	00	P 1			1,406.16
	326	2575	412	00	P 1			580.33
	326	2575	414	00	P 1			797.05
	326	2575	430	00	P 1			105.94
	326	2575	713	00	P 1			60.00
	326	2575	920	00	P 1			78.89
	326	2575	930	00	P 1			1,278.92
			TOT		P1			19,137.29
			** JOB TOTALS **			**	**	19,137.29 **
FARIS RD-POWELL BLVD(GRESHAM)	CONT NO		FA PROJ NOS X10 9867004 100					STATE
	326	2577	295	00	N 9			168,750.00
	326	2577	296	00	N 9	350.56CR	110,668.55CR	1,269,668.55CR
	326	2577	298	00	N 9	350.56	110,668.55	1,100,918.55
	326	2577	401	00	P 1	100.00	100.00	784,832.00
	326	2577	401	00	N 1			3,400.00
	326	2577	402	00	P 1			4.40
	326	2577	403	00	P 1			176,703.00
	326	2577	404	00	P 1			28,290.00

FEDERAL APPROPRIATION: 772

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	—PARTICIPATION— AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: X10 -9891-003									
**********									
F02382 C3262580-011	73,759.94	62,695.95	73,759.94						
AGREEMENT TOTALS	73,759.94	62,695.95	73,759.94	85.00	62,695.95	62,695.95	.00		.00
FED PROJ TOTALS	73,759.94	62,695.95	73,759.94		62,695.95	62,695.95	.00		.00
FEDERAL PROJECT: X10 -9926-002									
**********									
F02346 C3261966-021	39,512.84	33,585.91	39,512.84						
AGREEMENT TOTALS	39,512.84	33,585.91	39,512.84	85.00	33,585.91	33,585.91	.00		.00
FED PROJ TOTALS	39,512.84	33,585.91	39,512.84		33,585.91	33,585.91	.00		.00
FEDERAL PROJECT: X10 -9926-006									
**********									
F02376 C3262571-021	125,000.00	106,250.00	125,000.00						
AGREEMENT TOTALS	125,000.00	106,250.00	125,000.00	85.00	106,250.00	106,250.00	.00		.00
FED PROJ TOTALS	125,000.00	106,250.00	125,000.00		106,250.00	106,250.00	.00		.00
FEDERAL PROJECT: X10 -9926-007									
**********									
F02252									
C09380 -000	13.85		.00	13.85					
C09380 -010	26,678.52		.00	.00					
C09380 -011	1,560,328.42	1,326,290.93	1,560,328.42						
AGREEMENT TOTALS	1,587,020.79	1,326,290.93	1,560,342.27	85.00	1,332,887.41	1,326,290.93	.00		.00
F02253									
C09380 -080	26.71		.00	.00					
C09380 -081	7,760.57		.00	7,760.57					

FEDERAL APPROPRIATION: 823

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XI -9891-001									
F02708									
AGREEMENT TOTALS	44,349.79	44,349.79	44,349.79	100.00	44,349.79	44,349.79	.00		.00
FED PROJ TOTALS	55,394.17	53,700.49	55,251.85		53,700.49	53,700.49	.00		.00
FEDERAL PROJECT: XI -9926-002									
F02345									
C3261966-010	23,495.16-	.00	.00						
C3261966-011	304,921.65	259,183.40	304,921.65						
AGREEMENT TOTALS	281,426.49	259,183.40	304,921.65	85.00	259,183.40	259,183.40	.00		.00
FED PROJ TOTALS	281,426.49	259,183.40	304,921.65		259,183.40	259,183.40	.00		.00
FEDERAL PROJECT: XI -9926-004									
F02230									
C3261023-011	205,469.19	174,648.81	205,469.19						
AGREEMENT TOTALS	205,469.19	174,648.81	205,469.19	85.00	174,648.81	174,648.81	.00		.00
FED PROJ TOTALS	205,469.19	174,648.81	205,469.19		174,648.81	174,648.81	.00		.00
FEDERAL PROJECT: XI -9926-006									
F02375									
C3262571-000	18.53	.00	18.53						
C3262571-011	193,981.47	164,900.00	193,981.47						
AGREEMENT TOTALS	194,000.00	164,900.00	194,000.00	85.00	164,900.00	164,900.00	.00		.00
FED PROJ TOTALS	194,000.00	164,900.00	194,000.00		164,900.00	164,900.00	.00		.00
FEDERAL PROJECT: XI -9956-009									
F02372									

FEDERAL APPROPRIATION: 580

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: X10 -9926-006									
F02377									
C3262571-031	19,380.39	16,473.33	19,380.39						
AGREEMENT TOTALS	19,380.39	16,473.33	19,380.39	85.00	16,473.33	16,473.33	.00		.00
FED PROJ TOTALS	19,380.39	16,473.33	19,380.39		16,473.33	16,473.33	.00		.00
FEDERAL PROJECT: X10 -9926-008									
F02267									
C09490 -000	1,184.56-	6.18-	1,184.56-						
C09490 -010	375.86	.00	.00						
C09490 -011	674,701.24	572,495.36	674,701.24						
AGREEMENT TOTALS	673,892.52	572,489.18	673,516.68	85.00	572,489.18	572,489.18	.00		.00
F02268									
C09490 -081	.00	.00	.00						
AGREEMENT TOTALS	.00	.00	.00	85.00	.00	.00	.00	A	.00
F02659									
C4261038-011	56,772.34	56,772.34	56,772.34						
AGREEMENT TOTALS	56,772.34	56,772.34	56,772.34	100.00	56,772.34	56,772.34	.00		.00
FED PROJ TOTALS	730,664.86	629,261.52	730,289.02		629,261.52	629,261.52	.00		.00
FEDERAL PROJECT: X10 -9956-009									
F02373									
C3262569-021	173,512.73	147,485.82	173,512.73						
AGREEMENT TOTALS	173,512.73	147,485.82	173,512.73	85.00	147,485.82	147,485.82	.00		.00
FED PROJ TOTALS	173,512.73	147,485.82	173,512.73		147,485.82	147,485.82	.00		.00
FEDERAL PROJECT: X10 -9956-012									
F02270									

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C3262571	000	920	001	0631			18.53	
OBJ-DETAIL 001							18.53	
ACTIVITY 920 Prog. Sev.							18.53	SUBTOTAL
SUB-JOB 000 SUBTOTAL							18.53	
C3262571	011			0100			194,007.88	***
OBJ-DETAIL							194,007.88	
C3262571	011		598	0631			-549.66	
OBJ-DETAIL 598 Engineering Costs							-549.66	
ACTIVITY							193,458.22	SUBTOTAL
C3262571	011	910	001	7111			506.25	
OBJ-DETAIL 001							506.25	
C3262571	011	910	504	7111			5.60	
OBJ-DETAIL 504							5.60	
ACTIVITY 910 R/W Description Maps							511.85	SUBTOTAL
C3262571	011	913	504	7111			11.40	
OBJ-DETAIL 504							11.40	
ACTIVITY 913 R/W Liaison & Reloc. Plan							11.40	SUBTOTAL
SUB-JOB 011 SUBTOTAL							193,981.47	
C3262571	021			0100			125,000.00	***
OBJ-DETAIL							125,000.00	
ACTIVITY							125,000.00	SUBTOTAL
SUB-JOB 021 SUBTOTAL							125,000.00	
C3262571	031			0100			18,830.73	***
OBJ-DETAIL							18,830.73	
C3262571	031		598	0631			549.66	
OBJ-DETAIL 598 Engineering Costs							549.66	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA --	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
ACTIVITY							19,380.39	SUBTOTAL
SUB-JOB	031 SUBTOTAL						19,380.39	
EA	C3262571 TOTAL						338,380.39	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9380

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-4-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 9-9-81

TO 1-9-85

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9926(7)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
1,594,808.07	1,568,102.84	85%	1,332,887.41	1,332,887.41	-0-

772

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3-4-86	Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Basin Ave./N. Going St. Section City Street in Portland Multnomah County					
	Construction					
	Type Code Y008					
	Channelization					
	Final Contract Payment Summary	Lump Sum			$ 946,186.79	
SFO #1	Permanent Pavement striping (City of Portland)	All Required			3,282.02	
SFO #3	Portland Water Bureaus to adjust and relocate their facilities	All Required			20,839.63	
SFO #4	Furnish and install 1½ inch water service (City of Portland Water Bureau)	All Required			985.55	
SFO #6	Pay for water during establishment period	All Required			132.71	
SFO #7	Furnish and install seven bus shelters (Tri-Met)	All Required			19,159.00	
	Total Participating Type Code Y008				$ 990,585.70	
	Type Code Y030					
	Illumination					
	Final Contract Payment Summary	Lump Sum			97,886.14	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			311,073.94	
SFO #2	Signal Controller testing (State)	All Required			$ 7,175.00	
	Total Participating Type Code Y031				$ 318,248.94	
	TOTAL PARTICIPATING CONSTRUCTION COST				$1,406,720.78	
	Construction Engineering					
	Work by City of Portland	All Required			15,767.09	
	State	All Required			144,237.94	
	Total Participating Construction Engineering				$ 160,005.03	
	Misc. Project Cost					
	Audit Expense	All Required			1,114.89	
	EEO Monitoring Expense	All Required			262.14	
	Total Misc. Project Cost				$ 1,377.03	
	TOTAL PARTICIPATING PROJECT COST				$1,568,102.84	
	Non Participating Project Cost					
SFO #8	Landscape and site improvements (Port of Portland)	All Required			26,139.25	
	Audit Expense	All Required			110.81	
	Construction Engineering (State)	All Required			455.17	
	Total Non Participating Project Cost				$ 26,705.23	
	TOTAL PROJECT COST				$1,594,808.07	
	Prepared Based on Participating Cost as shown on the Federal Billing as of 2-26-87					

AMOUNT CARRIED FORWARD

GPO 944 891

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 364

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
								X10 9926007		
N BASIN AVE-N GOING ST	CONT NO 9380 = FA PROJ NOS X10 9926007 100									
	326	1043	201	00	P	1 Pay Const.	5,914.77CR	1,355,146.87	83	
	326	1043	205	00	P	1	1,915.90		83	
	326	1043	205	07	P	1	1,915.90CR		83	
	326	1043	260	07	P	1 SFO#7		19,159.00	83	
	326	1043	270	01	P	1 SFO#1		3,282.02	83	
	326	1043	270	02	P	1 SFO#2		7,175.00	83	
	326	1043	270	06	P	1 SFO#6		132.71	83	
	326	1043	284	04	P	1 SFO#4		985.55	82	
	326	1043	285	03	P	1 SFO#3		20,839.63	82	
	326	1043	295	00	N	9 Tr. City		253,920.00	81	
	326	1043	296	00	N	9 " St.	4,761.33	1,587,219.16CR	81	
	326	1043	298	00	N	9 " Fed	4,761.33CR	1,333,367.16	82	
	326	1043	900	00	P	1 Const. Engr.	8.12	115,714.19	81	
	326	1043	900	00	P	8 " "		7,270.90	81	
	326	1043	900	00	N	1 " "		418.37	82	
	326	1043	900	00	N	8 " "		26.71	82	
	326	1043	903	00	P	1 Work by City		15,767.09	82	
	326	1043	915	00	P	1 Audit Services		1,106.46	82	
	326	1043	915	00	P	8 " "		8.43	82	
	326	1043	920	00	P	1 Prog. Sec.		101.77	81	
	326	1043	920	00	P	8 " "		6.50	81	
	326	1043	928	00	N	1 Adm on Ret. 19	41.48CR	19	82	
	326	1043	928	00	N	8	.62CR		82	
	326	1043	940	00	P	1 Salem Lab .47CR	104.65	9,300.32	82	
	326	1043	940	00	P	8 " "		542.61	82	
	326	1043	941	00	P	1 Portland Lab		4,683.64	82	
	326	1043	941	00	P	8 " "		295.89	82	
	326	1043	942	00	P	1 Eugene Lab		93.17	82	
	326	1043	942	00	P	8 " "		5.94	82	
	326	1043	944	00	P	1 Technical Serv 63CR	139.64	2,429.35	81	
	326	1043	944	00	P	8 " "		70.40	81	
	326	1043	945	00	P	1 Const. Br. .63CR	139.64	1,787.14	81	
	326	1043	945	00	P	8 " "		12.65	81	
	326	1043	946	00	P	1 Reg. Off.		268.73	81	
	326	1043	946	00	P	8 " "		17.16	81	
	326	1043	948	00	P	1 Gen. Const. Engr.		1,618.12	81	
	326	1043	948	00	P	8 " "		5.61	81	
	326	1043	950	00	P	1 Training		577.38	82	
	326	1043	950	00	P	8 " "		36.85	82	
	326	1043	950	00	N	1 " "		109.54	82	
	326	1043	985	00	P	1 EEO Monitor		246.41	81	
	326	1043	985	00	P	8 " "		15.73	81	
			TOT	P1			1.73CR	5,544.72CR	1,560,414.49	
			TOT	P8					8,288.67	
			TOT	N1			.19	41.48CR	528.10	
			TOT	N8				.62CR	26.71	
			** JOB TOTALS **				1.54CR**	5,564.82CR**	1,569,256.95 **	

FEDERAL APPROPRIATION: 772

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: X10 -9891-003									
**********									
F02382									
C3262580-011	73,759.94	62,695.95	73,759.94						
AGREEMENT TOTALS	73,759.94	62,695.95	73,759.94	85.00	62,695.95	62,695.95	.00		.00
FED PROJ TOTALS	73,759.94	62,695.95	73,759.94		62,695.95	62,695.95	.00		.00
ERAL PROJECT: X10 -9926-002									
**********									
F02346									
C3261966-021	39,512.84	33,585.91	39,512.84						
AGREEMENT TOTALS	39,512.84	33,585.91	39,512.84	85.00	33,585.91	33,585.91	.00		.00
FED PROJ TOTALS	39,512.84	33,585.91	39,512.84		33,585.91	33,585.91	.00		.00
FEDERAL PROJECT: X10 -9926-006									
**********									
F02376									
C3262571-021	125,000.00	106,250.00	125,000.00						
AGREEMENT TOTALS	125,000.00	106,250.00	125,000.00	85.00	106,250.00	106,250.00	.00		.00
FED PROJ TOTALS	125,000.00	106,250.00	125,000.00		106,250.00	106,250.00	.00		.00
FEDERAL PROJECT: X10 -9926-007									
**********									
F02252									
C09380 -000	13.85	.00	13.85						
C09380 -010	26,678.52	.00	.00						
C09380 -011	1,560,328.42	1,326,290.93	1,560,328.42						
AGREEMENT TOTALS	1,587,020.79	1,326,290.93	1,560,342.27	85.00	1,332,887.41	1,326,290.93	.00		.00
F02253									
C09380 -080	26.71	.00	00						
C09380 -081	7,760.57	.00	7,760.57						

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 772

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: X10 -9926-007									
**********									
F02253									
AGREEMENT TOTALS	7,787.28	.00	7,760.57	85.00	.00	6,596.48	6,596.48	A	.00
FED PROJ TOTALS	1,594,808.07	1,326,290.93	1,568,102.84		1,332,887.41	1,332,887.41	6,596.48	A	.00
FEDERAL PROJECT: X10 -9966-003									
**********									
F01358									
C1261903-021	28,564.71	24,280.00	28,564.71						
AGREEMENT TOTALS	28,564.71	24,280.00	28,564.71	85.00	24,280.00	24,280.00	.00		.00
FED PROJ TOTALS	28,564.71	24,280.00	28,564.71		24,280.00	24,280.00	.00		.00
APPROP TOTALS	41,313,608.96	33,295,482.71	39,391,620.76		35,320,244.62	33,556,803.07	6,596.48 240,298.25	A B	14,425.63

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C09380	000	900	001	8012			13.85	
OBJ-DETAIL 001							13.85	
							13.85	SUBTOTAL
ACTIVITY 900								
							13.85	
SUB-JOB 000 SUBTOTAL								
C09380	010			8023			528.19	***
OBJ-DETAIL							528.19	
C09380	010		306	0521			-.19	
OBJ-DETAIL 306							.19	
C09380	010		341	8023			26,139.26	
OBJ-DETAIL 341							26,139.26	
							26,667.16	SUBTOTAL
ACTIVITY								
C09380	010	010	001	0521			10.09	
OBJ-DETAIL 001							10.09	
							10.09	SUBTOTAL
ACTIVITY 010								
C09380	010	020	598	0521			-109.54	
OBJ-DETAIL 598							-109.54	
							-109.54	SUBTOTAL
ACTIVITY 020								
C09380	010	050	001	0500			110.81	
OBJ-DETAIL 001							110.81	
							110.81	SUBTOTAL
ACTIVITY 050								
							26,678.52	
SUB-JOB 010 SUBTOTAL								
C09380	011			8023			1,560,414.49	***
OBJ-DETAIL							1,560,414.49	
							1,560,414.49	SUBTOTAL
ACTIVITY								
C09380	011	020	598	0521			-577.32	
OBJ-DETAIL 598							-577.32	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
							-577.32 SUBTOTAL
ACTIVITY	020						
C09380	011	040	598	0521	SF		15.73
OBJ-DETAIL	598	EEO Monitor					15.73
							15.73 SUBTOTAL
ACTIVITY	040						
C09380	011	050	598	0521			8.43
OBJ-DETAIL	598	Audit					8.43
							8.43 SUBTOTAL
ACTIVITY	050						
C09380	011	900	598	0521			467.09
OBJ-DETAIL	598	Const. Engr.					467.09
							467.09 SUBTOTAL
ACTIVITY	900						
							1,560,328.42
SUB-JOB	011	SUBTOTAL					
C09380	080			8023			26.71 ***
OBJ-DETAIL							26.71
							26.71 SUBTOTAL
ACTIVITY							
							26.71
SUB-JOB	080	SUBTOTAL					
C09380	081			8023			8,288.67 ***
OBJ-DETAIL							8,288.67
							8,288.67 SUBTOTAL
ACTIVITY							
C09380	081	020	598	0521			-36.85
OBJ-DETAIL	598	Training					-36.85
							-36.85 SUBTOTAL
ACTIVITY	020						
C09380	081	040	598	0521	SF		-15.73
OBJ-DETAIL	598	EEO Monitor					-15.73
							-15.73 SUBTOTAL
ACTIVITY	040						
C09380	081	050	598	0521			-8.43
OBJ-DETAIL	598	Audit					-8.43

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 06/20/87

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
							-8.43	SUBTOTAL
ACTIVITY	050							
							-467.09	
C09380	081	900	598	0521			-467.09	
OBJ-DETAIL	598	Const. Engr.						
							-467.09	SUBTOTAL
ACTIVITY	900							
							7,760.57	
SUB-JOB	081	SUBTOTAL						
							1,594,808.07	
EA	C09380	TOTAL						

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9380

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-9-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 12/3/79

TO 6/8/85

☐ OTHER PROGRESS

☑ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9926(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
205,469.19	205.469.19	85%	174,648.81	174,648.81	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
	1/9/86	

OREGON

CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. BASIN AVE. - N. GOING ST. (ANCHOR ST.) SECTION PORTLAND CITY STREETS MULTNOMAH COUNTY					
	Construction Type Code 0010 Hydraulic Embankment. Sta. "An" 26+10 to Sta. "An 32+70)					
	Work by (Port of Portland)	ALL REQUIRED			$199,557.00	
	Work by (City of Portland)	ALL REQUIRED			361.54	
	TOTAL PARTICIPATING CONSTRUCTION COST				199,918.54	
	Construction Engineering State	ALL REQUIRED			4,774.07	
	Misc. Project Cost Audit Expense	ALL REQUIRED			776.58	
	TOTAL PARTICIPATING PROJECT COST				$205,469.19	

Prepared based on participating cost as shown on the Federal Billing as of 12/11/85.

AMOUNT CARRIED FORWARD .....

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 355

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326 1020	944	00	P 1			238.15	21	83
	326 1020	945	00	P 1			4,404.59	81	83
	326 1020	946	00	P 1			66.48	81	82
	326 1020	948	00	P 1		17.66	276.97	81	85
	326 1020	985	00	P 1			69.95	79	80
		TOT		P1		28,873.43	1,789,565.35		
		TOT		N1		16,000.00CR	59,661.84		
		** JOB TOTALS **			**	12,873.43 **	1,849,227.19 **		
UPRR XING-N LEWIS & NE 105-PR CONT NO		FA PROJ NOS RRO 000S102 100						STATE	
	326 1022	270	01	P 1			68,891.15	79	84
	326 1022	270	02	P 1			3,092.83	79	84
	326 1022	296	00	N 9			66,225.05CR	79	84
	326 1022	298	00	N 9			66,225.05	79	84
	326 1022	900	00	P 1			694.73	79	84
	326 1022	900	03	P 1			301.42	79	84
	326 1022	915	00	P 1			216.15	79	84
	326 1022	941	00	P 1		.19	.19	85	85
	326 1022	944	00	P 1			145.17	79	84
	326 1022	945	00	P 1			181.30	79	84
	326 1022	948	00	P 1			55.64	79	84
		TOT		P1		.19	73,583.58		
		** JOB TOTALS **			**	.19 **	73,583.58 **		
N BASINS-N GOINGS-PORT OF POR CONT NO		FA PROJ NOS XI 9926004 100						STATE	
	326 1023	296	00	N 9			174,648.81CR	80	82
	326 1023	298	00	N 9			174,648.81	80	82
	326 1023	900	00	P 1	Const. Engr.		4,624.83	80	81
	326 1023	903	00	P 1	Pay Loc. Govt.		199,918.54	81	82
	326 1023	915	00	P 1	Audit		776.58	81	82
	326 1023	920	00	P 1	Prog. Sec.		115.38	80	80
	326 1023	948	00	P 1	Gen. Const. Engr.		37.86	81	82
		TOT		P1			205,469.19		
		** JOB TOTALS **			**	**	205,469.19 **		
CBD SIG-SYS EXPAN (PORT)	CONT NO 9104 * FA PROJ NOS M		000C015	40 XI	000C015	60 XI 000C015		STATE	
	326 1024	201	00	P 1			32,890.33	80	83
	326 1024	201	00	P 2			46,684.75	80	83
	326 1024	201	00	P 3			3,949.92	83	83
	326 1024	206	00	N 1			52.06	81	81
	326 1024	206	00	N 2			78.09	81	81
	326 1024	270	01	P 2			5,469.99	82	83
	326 1024	294	00	N 1			141.77CR	80	80
	326 1024	295	00	N 9			5,899.16	84	84
	326 1024	296	00	N 9			91,060.59CR	80	84
	326 1024	298	00	N 9			85,161.43	80	83

9380

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

January 9, 1986
IN REPLY REFER TO
HFO.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9926(7)
No. Basin Ave. - No. Going St.
Contract #9380 - Order for Force Work No. 8

Our final inspection of the subject project was on October 17, 1984. Our final acceptance report of the project was written December 31, 1984. At that time the landscaping appeared satisfactory and was accepted under the terms of the contract.

During the summer of 1985 Project Manager, Jones and Area Engineer, Lowe discussed the City of Portland's request to relandscape part of the subject project. Mr. Lowe advised that FHWA participation in that work would be very questionable. On August 21, 1985, Mr. Patterson discussed the same matter with Mr. Lowe. Again Mr. Lowe pointed out the questionability of Federal funding for the re-landscaping work. It was agreed the State would submit a formal request for FHWA consideration. That request was submitted with Mr. Fredrickson's cover memo of December 24, 1985.

We understand the City of Portland has already engaged a contractor who is currently performing the re-landscaping work per the city's revised plans.

The original landscaping was paid for with Federal funding and the re-landscaping work performed prior to our approval. For either of these reasons we cannot approve Federal funding for the subject re-landscaping work.

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

RECEIVED
FAT HWY ENGR
JAN 13 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

WGS
TAA

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Const)

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-7-85	C. T. Christianson, Area Engineer	IX-9926(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-14-80	1-14-80	N/A %	N/A

LOCATION

Anchor Street extenstion across Swan Island lagoon.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BASIN AVE. - NO. GOING (Anchor Street)

This project provided a dredge fill with surcharge constructed by the Port-of-Portland as an advance stage to the larger Basin-Going project. Advance fill was placed in advance to allow settlement and at a timing consistent with river levels and environmental concerns. Final grading was performed under contract No. 9380 (IX-9926(7)) and covered by our final inspection of October 17, 1984.

Final cost of this work was $205,470 representing a 24% underrun.

- CTC -

NOTED
W. E. SCHWARTZ
6/14

RECEIVED
STATE HWY ENGR
JUN 13 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by C. T. CHRISTIANSON		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 6/7/85	TITLE Field Operations Engineer	DATE 6/8/85

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9250

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 30, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-9926(4)
Basin Ave. - N. Going (Anchor St.)
Contract Agreement No. 7237
Multnomah County

The last document we have for this project is our concurrence in award dated January 14, 1980. This work was completed as the initial stage preceeding contract No. 9380 and became an integral part of project IX-9926(7).

Our final inspection on October 17, 1984 of contract No. 9380 included work performed under this project but we have no basis for final acceptance without your request and final cost data. Please submit your request for final acceptance in order that this project may be closed.

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Constr)

WES
TMA

9380

Form 734-3106

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for BASIN/GOING IX-9926(7)

Made by GL 5-23 1985 Checked by ....., 19..... Backchecked by ....., 19.....

DAVE HILL NEEDED AN ESTIMATE OF LOCAL SHARE SO THEY CAN RETRIEVE PERCENTAGE OF MATCH FROM PORT OF PORTLAND WHICH IS INCLUDED IN BUDGET ENDING JUNE 30 1985.

REVIEWED PROJECT W/ DIANE GALIDA & DETERMINED THAT TEC WOULD BE CLOSE TO FOLLOWING & CITY SHARE COMPUTED:

TEC $1,570,000

CITY SHARE: 15% of $1,570,000 = $235,500

PROJECT FINAL VOUCHER HAS NOT BEEN PREPARED - CASCADE CONST CO. HAS JUST PAID $6,000 INVOICE - PREFIX WILL BE FLAGGED FOR 3 MONTHS THEN F. VOUCHER. NOTIFIED DAVE HILL.

GL

January 24, 1985

The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

COM 5
#9380

Gentlemen or Ladies:

On November 9, 1984, we wrote to you concerning release of final payment on Contract No. 9380 awarded to Cascade Construction Company, Inc. for work on the North Basin Avenue-North Going Street Section of FAU 9930 and 9926 in Multnomah County.

The total contract amount is $1,355,146.87 including $6,843.45 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Cascade Construction Company, Inc.
PO Box 4267
Portland, OR 97208

Don Reger and Company
200 Market Building
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9380
rll

STATE COPY

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

12-31-84

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12/31/84	T. P. Lowe, Area Engineer	IX-9926(7)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
1/14/83	10/31/84	100 %	350 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NORTH BASIN AVENUE - NORTH GOING STREET
FAU 9930 & 9926
Grading, Paving, Illumination, Signals & Landscaping

This is the first of three projects to improve access to the Swan Island industrial complex. It provides for the grading and paving of modified access routes in the Swan Island area. The work involves grading, paving, illumination, signals, drainage and landscaping. The contractor overran the allowable contract time of 350 calendar days by 95 days. The State approved a time extension of 95 days based on various extra work items that came up during the construction.

The final project cost of $1,530,000 underran the original authorization by 10 percent.

RECEIVED
STATE HWY ENGR
JAN 10 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ
cy
1/14

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE — T. P. Lowe		SIGNATURE: Original Signed By G. K. HOSSNER — G. K. Hossner	
TITLE: Area Engineer	DATE: 1/7/85	TITLE: Field Operations Engineer	DATE: 1/9/85

.9380 11-16-84 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. Contract No. 9380	N.Basin Ave.-N. Going St. Multnomah County	11/2/84
Western Mixing Co. Contract No. 9655	Buford Ridge Rd.-Forest Boundary Wallowa County	11/2/84
Fremont Construction, Inc. Contract No. 9664	Warner Rock Production Lake County	11/6/84
Schrader Const. Co., Inc. Contract No. 9378	Oswego Cr. (Sucker Cr.) Br. Clackamas County	11/9/84
Willamette-Western Corp. Contract No. 8862	Col. R. Br. (S. Channel Br.) Multnomah County	11/15/84
R & R Excavating Co., Inc. Contract No. 9788	Pac. Hwy. W. @ SW 30th Ave. (Portland) Multnomah County	11/19/84
Clarke Electric, Inc. Contract No. 9665	West 1st Ave.-SPTC X'ing. (Eugene) Lane County	11/20/84
Wildish-Corvallis Const. Co. Contract No. 9395	Lantana Ave.-Witham Hill Drive Benton County	11/26/84
The Kaspac Corp. dba Kaspac Industries Contract No. 9544	Dalles, Monmouth-Independence Pavement Marking Project Polk County	11/28/84
Bracelin-Yeager Excavating & Trucking Contract No. 9662	Retz Creek Slide Curry County	11/28/84

Contractor and Contract No.	Section and County	Acceptance Date
Dennis Snyder, Contractor Contract No. 9598	Rainier Slide Columbia County	11/28/84
Hamilton Construction Contract No. 9291	Willamette R.(Marion St.) Br. Polk & Marion Counties	11/30/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$55,809,109.36	$103,871,516.57
Anticipated Costs	$53,945,018.52	$106,294,213.09
% Overrun (Underrun)	-3.3%	+ 2.3%

November 10, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9380

Siu

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

11 - 2 - 84

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. Contract No. 9764	District 9 Rock Production Gilliam & Morrow Counties	10/2/84
Palmberg Paving Co., Inc. Contract No. 9672	Neawanna Cr.-Holliday Dr. (Seaside) Clatsop County	10/4/84
J. C. Compton Co. Contract No. 9782	Arlington-Fossil Gilliam & Wheeler Counties	10/11/84
Cherry City Electric, Inc. Contract No. 9609	Pac. Hwy. E @ Hilfiker Rd. (Salem) Marion County	10/11/84
Cascade Construction Co. Contract No. 9610	Sundial-Sandy River Multnomah County	10/11/84
Johnson Rock Products, Inc. Contract No. 9709	Winchester Bay Slide Douglas County	10/18/84
Auburn Construction Co. Contract No. 9613	Courtney Creek Bridge Linn County	10/18/84
Siuslaw Construction Co. Contract No. 9253	Fanno Creek Bridge Washington County	10/18/84
Wildish Corvallis Const. Co. Contract No. 9600	4th St.-10th St. (Medford) Jackson County	10/18/84
Bend Aggregate & Paving Co. Contract No. 9803	Pieper Canyon-Heppner Morrow County	10/26/84

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. Contract No. 9036	Battle Cr.-N. Jefferson Intch. Marion County	10/29/84
Dirt & Aggregate Intch.,Inc. Contract No. 9639	Tillamook-Fogarty Cr. Lincoln & Tillamook Counties	11/2/84
Cascade Const. Co., Inc. Contract No. 9375	SW 89th Ave.-Pac. Hwy. (Tualatin) Washington County	11/2/84
Cascade Const. Co., Inc. Contract No. 9380	N. Basin Ave.-N. Going St. Multnomah County	11/2/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$19,756,427.39	$48,062,407.21
Anticipated Costs	$20,961,419.36	$52,349,194.57
% Overrun (Underrun)	+6.1%	+8.9%

November 2, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

7380

STATE COPY

r11
US Department of Transportation
Federal Highway Administration

INSPECTION REPORT cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION XX ☑ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

10-17-84

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

IN COMPANY WITH: Marion Craft, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10/17/84	T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	IX-9926(7)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

NORTH BASIN AVENUE - NORTH GOING STREET
FAU 9930 & 9926
Grading, Paving, Illumination, Signals, & Landscaping

This is the first of three projects to improve access to The Swan Island industrial complex. It provides for the grading and paving of modified access routes in the Swan Island area. The work involves grading, paving, illumination, signals, drainage and landscaping. The contractor overran the allowable contract time of 350 calendar days by 95 days. The State approved a time extension of 95 days based on various extra work items that came up during the construction.

There does not appear to be any significant materials quality problems on this construction project. The completed work looks good and apprears to have been constructed in conformance with the contract requirements, therefore, acceptance is recommended.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 31 '84
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy 11/1

Form FHWA-1446A (Rev. 2-84) (Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

9380

STATE OF OREGON

RAILROAD & UTILITY UNIT

INTEROFFICE MEMO

378-6511 ROW 18-2

10-4-84
DATE:
~~September 20, 1984~~

TO: Robert Gormsen
Commission Services

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: N. Basin Avenue-N. Going Street Section
Multnomah County
ROW File 51619
ODOT Agreement No. RR-799

RAILROAD COMPANIES
FILE No. 799

We have finally received a fully executed copy of the Agreement with the Railroad regarding the subject project. Our original copy is attached for your files.

RDT/nv
Attachment
cc: J. B. Boyd - w/copy
Ed Hardt - w/copy
Steve Green - w/copy

10-4-84
Adele Was this supplemental ever reported to OTC or Boyd, report...
t...

OTC Nov 84 report
11-7-84 added to agree. book

01-125-1307

Contains Recycled Materials

9380

F

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: FAP No. IX-9926(7)
N Basin Ave - N Going Street
Multnomah County

Date: February 23, 1984

Reply to Attn. of: HFO.1-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Jackmond's January 11 memorandum I authorize Federal participation for 2618.62 tons of CTB for which no check weights were made. This authorization is based on the fine past record of correlation between contractor furnished weights and corresponding "check weights" for material furnished by Cascade Construction Company Incorporated. Also your project manager advises the CTB "yield" on the project is normal. Therefore, it is reasonable to conclude that the contractor furnished weights for this project on April 9 and May 1, 1982 are accurate.

I understand that internal controls insuring documentation of "check weights" have been strengthened in the Portland area. — Have they?

D. K. Hassmer
for Dale E. Wilken

cc:
OSHD (O B Jackmond)
OSHD (G Potter)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 27 '84
REFER TO
by Christensen
FOR
Info ✓ | Invest | R/D | D/R | Sign | Act | File

2/28

.9380

F

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: N. Basin Ave./ N. Going St.	WEEK ENDING: February 11, 1984
		SECTION PREFIX: 326-1043
	HIGHWAY: FAU 9930 & 9926	COUNTY: Multnomah
NAME OF JOB	KIND OF WORK: Grading, Paving, Illumination, Signals and Landscaping.	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 9380	FEDERAL AID PROJECT NUMBER: IX-9926(7)
DATE OF CONTRACT: October 4, 1981	DATE WORK STARTED: November 12, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 350	CALENDAR DAYS USED: 445
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 127
PROJECT AUTHORIZATION: $1,692,105.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,571,778.23	ENGINEERING AUTHORIZATION THIS WEEK: $120,327.52 -0-	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,408,291.58	ENGINEERING COST TO DATE: $160,400.00	DATE PROJECT WAS COMPLETED: January 14, 1983
ESTIMATED PERCENT: UNDERRUN 10.4%	PERCENT OF AUTHORIZATION: 133%	Semifinal submitted 10/15/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	SIGNING	SIGNALS	ILLUMINATION
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,200 CY	7,900 Ton			12,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	13,250 CY	7,035 Ton			11,225 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,250 CY	7,035 Ton			11,225 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

K

RECEIVED
FEB 14 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

Third notification dated January 27, 1984.

FINAL REPORT.

SIGNED Dennis S. Carlson LOCATION Portland

Dennis S. Carlson, Asst. Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F218

9380

May 25, 1963

CON

Cascade Construction Co.
P. O. Box 4267
Portland, OR 97208

Time Extension Request
N. Basin Ave./N. Going St.
Contract No. 9380
FAP No. IX-9926(7)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. A time extension of 95 calendar days is granted due to work done under Price Agreement No. 7.

The adjusted time of completion for this contract is 445 calendar days. There are no liquidated damages remaining under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc C. T. Keasey
Al Harwood w/att.
Dave Jones w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division

INTERDEPARTMENTAL OFFICE MEMO

RECEIVED
MAY 9 1983
CONSTRUCTION SECTION

OM CA LS TC FE CP
CAE FOE QCS SCS

TO: Marion Craft,
Region Construction Engineer

FROM: David L. Jones,
Project Manager

DATE: May 2, 1983

SUBJECT: Time Extension
N. Basin Ave./N. Going St.
Contract 9380

Enclosed is a time extension and other related data on the subject project for your review and further action.

The request for extension is based on two distinct things that affected the time.

The first thing is a change order (PA #7) that was not prepared, evaluated, or approved in an expeditious manner. This price agreement required additional illumination poles, equipment and circuitry. Inaction or little action on the part of the State, City of Portland, Port of Portland, delayed PA #7 from inception on Janaury 26, 1982 to May 14, 1982 when approved. This delay coupled with revision delays for the service cabinets until approximately August 1, 1982, affected the entire project staging and schedule. The impact of this price agreement affected all phases of the work.

The second part of the extension deals with a power line jurisdictional dispute between PGE and the City of Portland. We had several informational meetings trying to resolve the matter prior to June 14, but nothing could be resolved. Ultimately, we had to write PA #8 to resolve the dispute and the contractor had to do work that was normally in the past part of the power company's responsiblity.

I concur with their request for 144 calendar days extension on the project.

The different facts or incidents that lead to the delays are either stated in the attached data or shown on the bar chart.

5-20-83
W. E. Schwartz -
Records indicate a 97 calendar day delay in pole delivery due to changes made under P.A. No. 7. I recommend a 95 calendar day extension of time eliminating any/all liquidated damages.

cc: Bryan Jackman - will original attachments including roll.

I recommend we grant ~~the~~ a 95 day extension, which is the amount of the overrun, for reasons listed above.
Marion Craft

1-123-1367

9380 4-1-83

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9926(7)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90294

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/25/83

8. FEDERAL ROUTE NUMBER: FAU 9926 - 9930

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

North Basin Avenue - North Going Street

11. GENERAL DESCRIPTION OF WORK

Furnish and install seven (7) bus shelters

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/25/83 as requested in Mr. Keasey's letter of 3/28/83 as being in the public interest for the use of Tri-Met Forces to proceed with the above work. State Force Order No. 7 representing work to be done by Tri-Met forces is approved for a TEC of $19,159 Federal Funds $16,285.

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO Potter
FOR
info | invest | R/D | R/R | sign | act | file

Doug 4/8

14. DATE: 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL: D K Keasey

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-10-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9926(7)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90294

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/15/83

8. FEDERAL ROUTE NUMBER: FAU 9926 - 9930

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

North Basin Avenue - North Going Street

11. GENERAL DESCRIPTION OF WORK

Water for period of landscape establishment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/15/83 as requested in Mr. Keasey's letter of 2/28/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 6 representing work by City of Portland forces is approved for a TEC of $200 Federal Funds $170.

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | | File

14. DATE: 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-13-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9926(7)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90294

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/5/82

8. FEDERAL ROUTE NUMBER: FAU 9926 & 9930

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

N. Basin Avenue - N. Going Street

11. GENERAL DESCRIPTION OF WORK

Furnish and install ~~to~~ Two R.R. signal head, associated poles and a key activated system for the control

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/5/82 as requested in Mr. Keasey's letter of 5/21/82 as being in the public interest for the use of Port of Portland Forces to proceed with the above work. State Force Order No. 5 representing work by Port of Portland Forces is approved for a TEC of $1,500 Federal Funds $1,275.

The above is in compliance with Oregon PUC Order 81-347 dated 5/20/81.

RECEIVED
STATE HWY ENGR
JUL 19 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE: 7/13/82

15. SIGNATURE OF APPROVING OFFICIAL: J. K. Hansmen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9926(7)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90294

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 28 '82
REFER TO
Molhsing
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 4/28/82

7. DATE AUTHORIZATION EFFECTIVE: 3/30/82

8. FEDERAL ROUTE NUMBER: FAU 9926 & 9930

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:
N. Basin Avenue - N. Going Street

11. GENERAL DESCRIPTION OF WORK
Furnish and install 1½ inch water service with 1½ inch water meter

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/30/82 as requested in Mr. Keasey's letter of 4/20/82 as being in the public interest for the use of City of Portland Bureau of Water Works Forces to proceed with the above work. State Force Order No. 4 representing work performed by the Portland Bureau of Water Works is approved for a TEC of $1,636 Federal Funds $1,391.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/23/82	G. K. Keasey	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8386
Date: February 3, 1982

File No: 326-1978

TO: FRANK TERPIN
Location Engineer

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT: Basin Avenue-Going St. Interchange
City of Portland
Multnomah County

I request your approval of the attached Authority for Survey No. 4 for this project. This is an FAU project sponsored by the City of Portland.

The second and final contract for this project has been let. This Authority for Survey is to cover the final cost of preliminary engineering.

The principal increases are on the field survey (901), city engineering (903), final design (905), traffic (911), and specifications (921). There were last-minute design changes requested by the City of Portland that caused increases in the field survey and final design functions. The Port of Portland submitted an unanticipated bill of $6,021 for preliminary engineering by Port of Portland staff in connection with the Anchor Street fill. This was charged to the 903 function. There were two contracts for this project, which may explain the higher than usual specifications charges.

This authority for survey for $383,600 is 20.2 percent of the estimated construction cost of $1,897,700.

Please request FHWA approval for the additional FAU obligation necessary to cover this final Authority for Survey.

ECM:TS:pa

cc Buz Swan
Curt Duval
Don Fantz

Attachment

a KEH

9380

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
12-133	FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
	12/2/81	PROJECT NO. IX-9926(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Basin Ave./N. Going St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-9-81	0.00
OTHER (Specify)		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,770,030.00	$ 1,504,523.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 2 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 22, 1981

Federal Aid Project
No. IX-9926(7)

N. Basin Ave./N. Going St. Section
City Streets in Portland
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization

Mobilization	(68 %)	All Required	$	5,724.92
Temporary Protection and Direction of Traffic		All Required		4,436.00
Temporary Signs	403 Sq. Ft.	7.00		2,821.00
Temporary Barricades	30 Each	25.00		750.00
Temporary Plastic Safety Markers	125 Each	10.00		1,250.00
Sequential Arrow Signs	1 Each	1,656.00		1,656.00
Flagmen	800 Hour	23.33		18,664.00
Clearing and Grubbing		All Required		1,656.00
Removal of Structures and Obstructions		All Required		3,867.00
General Excavation	16,120 Cu. Yd.	3.00		48,360.00
Toe Trench Excavation	80 Cu. Yd.	19.15		1,532.00
Trench Excavation	4,475 Cu. Yd.	4.20		18,795.00
Finishing Roadbed and Slopes		All Required		5,884.00
Furnishing and Placing Topsoil	1,100 Cu. Yd.	9.20		10,120.00
Aggregate Base	500 Ton	13.19		6,595.00
Treated Base Mixture	7,400 Ton	14.00		103,600.00
Cement in Treated Base Mixture	410 Ton	74.00		30,340.00
Class "B" Asphalt Concrete Mixture	12,000 Ton	16.86		202,320.00
Asphalt Cement in Mixture	700 Ton	165.00		115,500.00
Asphalt in Tack Coat	20 Ton	250.00		5,000.00
Reinforced Concrete Pavement	830 Sq. Yd.	26.70		22,161.00
Concrete in Bus Shelter Foundations	8 Cu. Yd.	173.00		1,384.00
Reinforcement in Bus Shelter Foundations	600 lb.	0.62		372.00
6-inch Culvert Pipe	430 Lin. Ft.	4.20		1,806.00
42-inch Culvert Pipe	144 Lin. Ft.	34.50		4,968.00
60-inch Culvert Pipe	25 Lin. Ft.	59.00		1,475.00
8-inch Sewer Pipe	488 Lin. Ft.	4.75		2,318.00
10-inch Sewer Pipe	1,766 Lin. Ft.	6.50		11,479.00

12-inch Sewer Pipe	56 Lin. Ft.	18.50	1,036.00
15-inch Sewer Pipe	217 Lin. Ft.	14.00	3,038.00
18-inch Sewer Pipe	277 Lin. Ft.	16.00	4,432.00
36-inch Sewer Pipe	750 Lin. Ft.	44.00	33,000.00
42-inch Sewer Pipe	196 Lin. Ft.	62.00	12,152.00
Extra for Pipe Under Pavement	812 Lin. Ft.	5.50	4,466.00
Concrete Manholes, 15 Feet or Less Deep	2 Each	1,527.00	3,054.00
Concrete Manholes, Over 15 Feet Deep	2 Each	1,975.50	3,951.00
Special Manholes	1 Each	6,116.00	6,116.00
Concrete Inlets, Type P	46 Each	341.00	15,686.00
Guard Rail, Type 1A	1,038 Lin. Ft.	11.00	11,418.00
Guard Rail, Type 2A	513 Lin. Ft.	11.00	5,643.00
Guard Rail Anchors, Type 1	3 Each	309.00	927.00
Guard Rail Anchors, Type 2	1 Each	361.00	361.00
Rail End Pieces, Type B	2 Each	49.50	99.00
Rail End Pieces, Type C	2 Each	77.50	155.00
Extra for 8-foot Posts	30 Each	11.30	339.00
C1-3R Fence	57 Lin. Ft.	13.00	741.00
Concrete Walks	5,125 Sq. Yd.	10.60	54,325.00
Concrete Driveways	375 Sq. Yd.	13.60	5,100.00
Concrete Curbs	13,950 Lin. Ft.	4.16	58,032.00
Concrete Islands	170 Cu. Yd.	87.00	14,790.00
Concrete Barrier	240 Lin. Ft.	43.00	10,320.00
Loose Riprap, Class 50	910 Cu. Yd.	14.40	13,104.00
Loose Riprap, Class 100	25 Cu. Yd.	20.00	500.00
Adjusting Manholes	19 Each	213.00	4,047.00
Reconstructing Concrete Manholes	17 Each	523.00	8,891.00
Adjusting Inlets	12 Each	249.00	2.988.00
Removal of Existing Sign Structures		All Required	2,755.00
Sign Support Footings		All Required	8,366.00
Single Post Breakaway Sign Supports		All Required	289.00
Single Post Slip Base Sign Supports		All Required	2,369.00
Special Pipe Sign Supports		All Required	6,721.00
Type "A" Signs in Place	191 Sq. Ft.	26.00	4,966.00
Type "C" and "D" Signs in Place	133 Sq. Ft.	11.00	1,463.00
Type "EE" Signs in Place	32 Sq. Ft.	11.00	352.00
Type "T" Signs in Place	21 Sq. Ft.	21.00	441.00
Move and Reinstall Existing Signs		All Required	1,545.00
Roadside Seeding and Mulching	2 Acre	577.00	1,154.00
Furnishing and Planting Trees	30 Each	35.40	1,062.00

Furnishing and Planting Shrubs	1,576	Each	9.50	14,972.00
Furnishing and Planting Groundcovers	4,635	Each	0.80	3,708.00
Bark Mulch	28	Unit	103.00	2,884.00
Soil Conditioner	165	Cu. Yd.	16.60	2,739.00
Tree Grates with Frames	2	Each	287.00	574.00
Brick Patterned Concrete Surfacing	600	Sq. Yd.	38.61	23,166.00
Sod Lawn	600	Sq. Ft.	0.36	216.00
Irrigation System			All Required	15,605.00
				$1,008,891.92

Anticipated Items

Railroad Protective Costs	All Required	$ 4,500.00
Permanent Pavement Striping	All Required	3,750.00
Asphalt Cement Adjustment	All Required	50,000.00
On-the-job Trainees (2,000 hrs. @ $0.80)	All Required	1,600.00
		$ 59,850.00
	SUBTOTAL	$1,068,741.92
	Engineering	133,592.08
	TOTAL	$1,202,334.00

Type Code Y030
Illumination

Mobilization	(6 %)	All Required	$ 505.14
Pole Foundations		All Required	14,055.00
Roadway Lighting Poles and Arms		All Required	5,604.00
Relocate Existing Light Poles		All Required	9,087.00
Luminaires and Ballasts		All Required	16,019.00
Switching, Conduit, Wiring, Lamps, Etc.		All Required	35,003.00
		SUBTOTAL	$ 80,273.14
		Engineering	10,033.86
		TOTAL	$ 90,307.00

Type Code Y031
Traffic Signals

Mobilization	(26 %)	All Required	$ 2,188.94
Traffic Signals Installation, Complete		All Required	308,885.00
			$ 311,073.94

Anticipated Items

Signal Controller Testing	All Required	$ 7,175.00
	SUBTOTAL	$ 318,248.94
	Engineering	39,781.06
	TOTAL	$ 358,030.00

Length of Project ---------- 0.0 miles

Retained in Program Status

Portland Bureau of Water Works	All Required	$ 10,000.00
1 1/2" Water Meter & Installation	All Required	1,630.00
Water During Establishment Period	All Required	200.00
Conc. Pad for Water Vault (PB of WW)	All Required	1,000.00
Furnish & Install Bus Shelters (9)	All Required	22,500.00
Port of Portland Railroad Equip.	All Required	1,500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Channelization	$1,202,334.00	$1,021,983.00	$180,351.00
Illumination	90,307.00	76,760.00	13,547.00
Traffic Signals	358,030.00	304,325.00	53,705.00
SUBTOTAL	$1,650,671.00	$1,403,068.00	$247,603.00
Reserve	119,359.00	101,455.00	17,904.00
TOTAL	$1,770,030.00	$1,504,523.00	$265,507.00

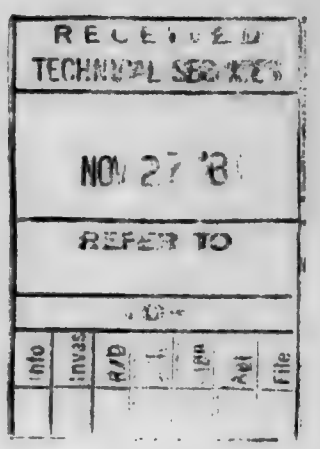
Group 1 94%; Group 8 6%
Contract No. 9380
Prefix: 326-1978
326-1043

9380

L.

ROW 18-4

November 24, 1981



TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
N. Basin Ave.-N. Going St. Section
FAU 9930 & 9926
Project No. IX-9926(7)

Here is a copy of an estimate of cost to adjust Bureau of Water Works facilities dated October 14, 1981, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was advised verbally by the City of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the City owned facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $30,386.

JMC/llr
Enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen

9380

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RRS-9926(3)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA -Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90250

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/18/81

8. FEDERAL ROUTE NUMBER: FAU 9926

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

UPRR X'ing #2AD-003.17-C at North Channel Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 11/6/81 I approve the withdrawal of the construction phase for the subject project based on elimination of need because of changes in traffic patterns under project IX-9926(7).

Preliminary Engineering charges are eligible for Federal aid participation.

RECEIVED
STATE HWY ENGR
DEC 3 '81
REFER TO
FOR
Init. | Inves. | R/D | D R | Spec. | Mtls. | Misc.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/18/81	D. K. Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

November 6, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90250
Project No. RRS-9926(3)
UPRR Xing @ N. Channel Ave. (Portland) Section
Multnomah County

I request your approval of a program change to delete the construction phase of the subject project. The reason for this deletion is that the subject project is included within project No. IX-9926(7) and the traffic pattern is changed reducing the need for additional protection at this time.

Preliminary engineering cost will be claimed for participation.

DRH:bkc

cc: Finance (726-1908)
L.E. George
E.L. Hardt (Region 1)
R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
General Files

Form 734-3122

9380

11-5-81

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under Authority delegated to me to approve Title II projects, I approved the following:

SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL GOVT. FUNDS	APPROVAL DATE
Lower Columbia River Hwy @ Sauvies Island Rd Multnomah County	$ 75,000	$ 67,500	$7,500	-0-	10-14-81
Dagmar Rd-Webster Rd Section Jennings Avenue Clackamas County	170,000	153,000	-0-	17,000	10-29-81
PROJECTS CANCELLED					
SPTC @ Ferry St (Salem) Marion County	$ 50,000	$ 45,000	$5,000*	-0-	10-28-81
UPRR @ SE Clay St (Portland) Multnomah County	70,000	63,000	7,000*	-0-	10-28-81
SPTC @ Drain-Yoncalla Hwy (Drain) Douglas County	55,000	49,500	5,500*	-0-	10-28-81
UPRR @ N.Basin St (Portland) Multnomah County	60,000	54,000	6,000*	-0-	10-28-81
BNRR @ NW 26th Ave (Portland) Multnomah County	148,450	133,605	14,845*	-0-	10-28-81
OERR @ Beaverton-Tualatin Hwy Washington County	35,000	31,500	3,500*	-0-	10-28-81
UPRR @ N.Channel Ave (Portland) Multnomah County	80,000	72,000	8,000*	-0-	10-28-81
UPRR @ N.Basin Ave (Portland) Multnomah County	60,000	54,000	6,000*	-0-	10-28-81

* State Grade Crossing Protection Account

November 5, 1981

/s/ H.S. Coulter

9380

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 26, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Cancellation
Title II Railroad Protection Program

2AD-003.17-C

The Railroad and Utility Engineer has requested that the projects listed below be cancelled. All of the projects progressed to the on-site meeting stage, at which time it was the joint decision of those present that for various reasons the projects should be cancelled.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
City	SPTC @ Ferry St. (Salem) Marion County	$50,000	$45,000	$5,000*
City	UPRR @ S.E. Clay St. (Portland) Multnomah County	70,000	63,000	7,000*
State	SPTC @ Drain-Yoncalla Hwy. (Drain) Douglas County	55,000	49,500	5,500*
City	UPRR @ N. Basin St. (Portland) Multnomah County	60,000	54,000	6,000*
City	BNRR @ N.W. 26th Avenue (Portland) Multnomah County	148,450	133,605	14,845*
State	OERR @ Beaverton-Tualatin Hwy. Washington County	35,000	31,500	3,500*
City	UPRR @ N. Channel Avenue (Portland) Multnomah County	80,000	72,000	8,000*
City	UPRR @ N. Basin Avenue (Portland) Multnomah County	60,000	54,000	6,000*

* State Grade Crossing Protection Account

RECEIVED
STATE HWY ENGR
OCT 27 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

We recommend your approval and request that you authorize cancellation under delegated authority.

L. E. George
Traffic Engineer

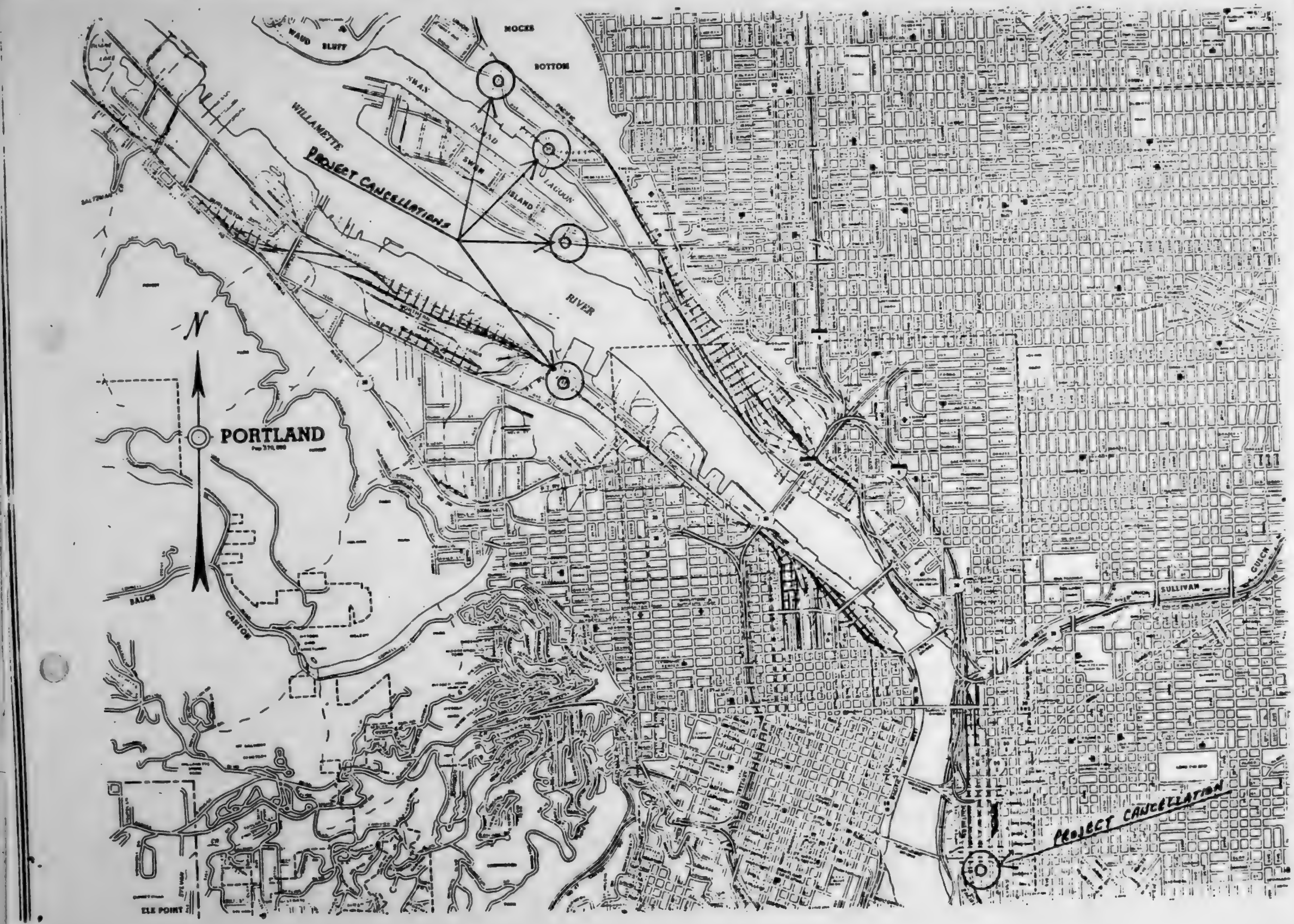
RHB:sh

APPROVED:

State Highway Engineer

DATE: 10/25/81

Orig. to Comptroller
cc: Planning
Files
10-29-81


WAUD BLUFF
NOCKS
BOTTOM
SWAN
ISLAND
WILLAMETTE
PROJECT CANCELLATIONS
SWAN
ISLAND
LAGOON
RIVER
N
PORTLAND
BALCH
CANYON
ELK POINT
SULLIVAN
GULCH
PROJECT CANCELLATION

9380

October 13, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 715
Portland, Oregon 97205

Dear Mr. Schmidt:

On October 8, 1981 we received a satisfactory bid from Cascade Construction Company, Inc., P.O. Box 4267, Portland, Oregon 97208 for the N. Basin Avenue/N. Going Street Section. We anticipate the financial sharing of construction costs to be:

Contractor's Bid	$1,400,239.00
Anticipated Additional Items:	103,855.00
SUBTOTAL	$1,504,094.00
Contingencies (4 1/2%)	67,684.23
Engineering (8%)	120,327.52
TOTAL ESTIMATED CONSTRUCTION COST	$1,692,105.75
CITY SHARE: 15% of $1,692,105.75 =	$ 253,815.86
Less City Advance Deposit (Rec'd 9-25-81)	249,920.00
BALANCE DUE FROM CITY	$ 3,895.86

As discussed with Dave Hill of your office, please deposit the amount of $3,900.00 with the Local Government Investment Pool, Oregon State Treasurer.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:pf

bcc w/AD # 944 SUPPLEMENTAL: Jon Rose, Metro
Vern Skoog - Please return completed AD # 944 Supplemental when deposit is received.

Rec'd $3900
10-19-81
LGIP
per Jan Peterson
KEH 10-23-81

9380 9-17-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9926(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90294

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/17/81

8. FEDERAL ROUTE NUMBER: FAU 9926

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Basin Avenue - Going Street Interchange

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/16/81 I approve the revised Right of Way Costs to a TEC of $319,000 Federal Funds $271,150.

(Increase TEC $125,000 Federal Funds $106,250 Appn. Code 772 with funds from 81' Supplemental allocation)

RECEIVED
STATE HWY ENGR
SEP 24 '81
REFER TO
Mtce/Wrng
F. & R
Info | Insp | Mtce | Bridge | Traffic | Adv. | File

orig 9-24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/17/81		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380 9-16-81

Section N. Basin Av. / N. Going St. Program Engineering Estimate $ ~~2,015,000~~

Highway FAU 9930 & 9926 Project Length 0.50 mi.

County Multnomah Completion Time 350 CD

Kind of Work Grading, Paving, Illum, Sigs, Lndscp'g Est. Comp. Date Oct. 24, '82

Prefix 326-1978 Letting Date Oct. 8, '81 Project No. IX-9926(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 1,734,680.7

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	4,500
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	3,750
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	50,000
On the Job Trainees (2,000 hrs @ 0.80)	1,600
State Responsibility for Damages	
Signal Controller Testing (Engineering)	7,175
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities: Portland Bureau of Water Works	10,000
1½" Water Meter & Installation	1,630
Water during Establishment period	200
Conc. pad for water vault (City Water Bureau)	1,000
Furnish & Install Bus Shelters (9)	22,500
Part of Portland Railroad Equip.	1,500
Subtotal	103,855.0 ~~153,855~~

revised (from $60,000) 9-16-81

$ 1,838,535.7 ~~1,888,535~~

Contingencies (4-1/2%) . . . . . 82,734.11 ~~84,984~~

Engineering (8, 9, 10%) . . . . . 147,082.86 ~~151,082~~

~~Subtotal~~ $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . ~~$2,124,602~~ 2,068,352.7

APPROVED

APPROVED
FINAL DESIGN ENGR.

Road Design Engineer

9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. IX-9926(6)
Basin Ave.-Going St. Interchange Section
Multnomah County

I request your approval of a program change to adjust the estimated right-of-way costs as indicated in the attached memo from Mr. Lowe, dated July 10, 1981.

Approval of this request will involve an increase of $125,000 in total cost and federal obligation of $106,250 in Interstate Substitution General Funds (Appn. Code 772) with revised financing as follows:

	APPN CODE	T.C.	F.F.	%
Present	---	$319,000	$271,150	85%
Previous	823	194,000	164,900	
Difference	772	$125,000	$106,250	

Funding of this increase is from the FY '81 supplemental allocation.

CL:pf
Attachment

cc: J. Boyd
F. Lowe
J. Rose
Judy Smith
G. Zehner

Form 734-3122

9380

September 16, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street and Structual Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

We have advertised the N. Basin Avenue/N. Going Street Section for bid opening on October 8, 1981.

Financial sharing of the construction is estimated to be:

Estimated Contract Amount	$2,124,603
Anticipated Additional Items	153,855
SUBTOTAL	$2,278,458
Contingencies (4 1/2%)	102,531
Engineering (8%)	182,277
TOTAL	$2,563,266

CITY SHARE: 15% of $2,563,266 = $384,490

EARLY DEPOSIT: 65% of $384,490 = $249,920

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 944: Jon Rose, Metro
Vern Skoog - Please return completed AD # 944 when advance deposit is received.

9-25-81
249,920 in Inv Pool
says Jon Peterson.
EZ

9380

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Traffic Signal Warrents Submission
Item No. 90294
Project No. IX-9926(7)
N. Basin Ave./N. Going St. Section
Multnomah County

The warrents for the traffic signals specified on the back of PR-1 form, previously submitted with Mr. Swans September 4, 1981 letter, are herewith attached.

DRH:bkc
Attachments

cc: General Files

Form 734-3122

9380

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-9-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9926(7)		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 90294	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/9/81	FAU 9926-9930	City Streets

10. GENERAL LOCATION:

N. Basin Ave. - N. Going Street Section

11. GENERAL DESCRIPTION OF WORK

Channelization, Illumination & Traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

R.R. protective services	$4,500
Permanent pavement striping	3,750
Asphalt cement adjustment	50,000
on the job training	1,600
Signal controller testing	7,175

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 9/9/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,027,662 Federal Funds $1,723,512.

A signed copy of the Title Sheet is returned herewith.

(Funds from 81 Supplemental Allocation)

RECEIVED
STATE HWY
SEP 23 '81
REFER TO
FOR
Info | Inves | R/W | Dsn | Spec | File

DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/9/81	D. K. Hosmer	for DIVISION ADMINISTRATOR

FHWA PR-1240 (12-79) PREVIOUS EDITIONS MAY BE USED

93.0

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 8, 1981

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

File No: 326-1966

NOISE MIT

SUBJECT: N. Basin Ave.-Pacific Hwy.
N. Going St.
City of Portland
Multnomah County
Prefix 326-1966

I request your approval of the attached Authority for Survey #4 for the subject project.

Most of the preliminary engineering overrun is on function 903, engineering charges by the City of Portland. The scope of the city engineering effort was expanded as right-of-way requirements were re-analyzed to reduce project costs. There was additional citizen involvement effort at the direction of the city administration. The citizen involvement was expanded to include a review of sound wall and landscape design. The engineering and right-of-way acquisition took longer than anticipated, causing a substantial increase in the city's staff expenses.

State monitoring expenses, function 901, have increased as the duration of the project has lengthened. Other state function increases include Traffic Design, function 911, and Bridge Design, function 906.

This noise mitigation project is unusual in that a large amount of right-of-way is being purchased outside the limits of the area actually needed for construction of the noise wall and berms. This is being done to remove residences where it is impossible to reduce the traffic noise to acceptable levels by shielding.

The current project estimate is:

R/W	$2,100,700
Const	$1,116,600
Total	$3,217,300

Comparing the PE cost to the construction estimate alone shows an abnormally high PE cost of 31.2 percent. However, a major part of the PE expense has been for noise analysis to determine the limits of dwelling removal and the

continued...

W

design of effective noise barrier locations. This noise analysis was an essential part of the project, but is not reflected in the construction cost.

This increased PE authorization is to be funded by a de-obligation and transfer of funding from the existing right-of-way obligation for this project, IX-9926(5). This right-of-way obligation was made in FY 1980, therefore there is no impact on the Priority 1 or Supplemental FAIX funds available in FY 1981.

TAS:ECM:JS

Attachment

cc: D.R. Adams
D.E. Swan
C.H. Duval
G.E. Zehner
C. Laux
D.E. Fantz
J. Gaither

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

78-80

AUTHORITY FOR SURVEY

Section N. Basin Ave.-Pacific Hwy. (I-5)

Highway N. Going St. (FAU 9926)

County Multnomah

Date September 2, 1981

Authorization No. 4

Survey Prefix 326-1966
(Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing Going St., extending from the I-5 connection to Basin Ave. Approx. 3,500 feet in length.

Proposed: Determine sensitive receptors and design noise mitigation.

Purpose of survey: City to select a consultant to develop a DEIS, do necessary field survey, hold necessary public meetings and hearings. City to prepare or supervise consultant in preparation of plans, specifications, and estimate of cost.

Estimate of cost: $3,217,300 (R/W & Const)
Federal Aid No. IX-9926(2)
Funding: FAIX
Class III, Environmental Assessment

Field Survey	(901)	4,400
Citizen Participation	(902)	200
City or County	(903)	171,000
Consultant	(904)	157,930
Final Design	(905)	3,000
Bridge Design	(906)	2,000
Preliminary Design	(907)	500
R/W Description	(909)	500
Soils & Geology	(910)	
Traffic	(911)	1,000
Landscape	(912)	200
Liaison R/W	(913)	1,500
Utility	(914)	
Photogrammetry	(916)	250
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	2,000
Administrative Services	(922)	100
Environmental	(923)	2,000
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	500
Personal Leave Time	(960)	
Accounting	(915)	800

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 348,080
Previous authorization	290,940
Additional authorization requested	57,140
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

D.R. ADAMS, Project Development Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

STATE OF OREGON

INTEROFFICE MEMO

Portland

TO: D. H. Mochring, Assistant
State Highway Engineer

DATE: September 8, 1981

FROM: Dod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening October 1, 1981

Federal-aid Project No. IX-9926(7) Highway No. 726

Federal-aid Project Name N. Basin Ave./N. Going St.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project. This report does not include the status of Railroad & Utilities' files that may be in the area of this contract, but are reported separately by our Utility Section.

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * * *

[x] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL: jr

cc: J. H. Versteeg
Duane Sidings
F. C. Lowe

Versteeg ✓
Anderson
Christensen
Olsen
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP - 8 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

ontains cycled aterial

9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

September 4, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90294
Project No. IX-9926(7)
N. Basin Ave./N. Going St. Section
Multnomah County

Attached data consists of PR-1 form with project maps for subject project.

It is the Oregon State Highway Division's present intention to receive bids for the project on October 8, 1981.

Project concept was approved by letter date May 15, 1980 to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

These funds are to come from the FY '81 supplemental allocation.

DRH:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-81)

9-4-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (18) (20) 21

PROJECT LOCATION (45 typewriter spaces): City Sts. Anchor, N. Lagoon, N. Basin & N. Going (Portland) 65

ADT | PRESENT: 26,700 | FUTURE: ---- | YEAR: ---- (66) (70) (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Channelization, Illumination & Traffic Signals 26 62

NATL. FOREST (63) (68) | PK ROUTE NO. (69) (70) | SUPV AGCY (69) | DA CL. HWY. (70) | DA AREA (71)

EMERG. YR. (72) (73) | PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S): IX- (14 28) | NUMBER: 9926 (7)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Multnomah

NAME OF URBAN AREA (17-31): Portland

ROUTE NO.: U | FEDERAL-AID: 9926-9930 (32) | STATE: City Sts. (36) (37) | U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (34) (38)	TOTAL ESTIMATED COST (39) (46)	FEDERAL FUNDS (47) (70)	STATE FUNDS	OTHER FUNDS
1	(1445)	(10	41	42	43 40	55						
5					PE							
5					ROW							
5					CONST (CODE) (TOPICS) Y008 Y030 Y031		"N. Basin Ave./N. Going St. Section"	0.00	2,125,000	(I-80N) 1,806,250		318,750
							PROJECT TOTALS	0.00	2,125,000	1,806,250		318,750

(16) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY: DRH

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 10-1-80

REMARKS

Additional Data: Item Nos. M-
Project Nos
IX-9926(4) 8

FORM PR-1 (REV. 4-81)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-4-81

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty Sts. Anchor, N. Lagoon, N. Basin & . Going (Portland)	ADT	26,700	----	----	10	Oregon	41	772	90294

WORK (35 typewriter spaces)	NATL. FOREST	FY NORTH PROJ. NO.	FY SOUTH PROJ. NO.	DEPT. AGCY	CONG. DIST.	UA AREA	EMERG. YR.	PL. AUTH YR.
llumination								

PROJECT NUMBER: PREFIX LETTER(S) IX- | NUMBER 9926 | SEQ. NO. (7)

I. Projects Only: POST MI. | DESIG.

Interstate Substitutions General Funded

Portland

COUNTY NAME: Multnomah | CODE 051

ROUTE NO. U | FEDERAL-AID 9926-9930 | STATE City Sts. | U.S. ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					(I-80N)			
IST (CS) 8 0 1		"N. Basin Ave./N. Going St. Section"	0.00	2,125,000	1,806,250		318,750	ROW-80' normal Access Control-partial Parking Restrictions-complete
DRH	PROJECT TOTALS		0.00	2,125,000	1,806,250		318,750	

ESTIMATED PROJECT COST BY PHASES

FINAL DATES: 10-1-80

REMARKS

Additional Data: Item Nos. M-87, 90294 & 90294; Project Nos. M-IX-9926(1), IX-9926(4) & (6).

-over-

USCOMM DUSCOMM-DC 48903-P81

N. Basin Ave./N. Going St. Section
Project No. IX-9926(7)

Remarks continued:

Project Data: Channelization consisting of curbed sections of varying widths requiring grade, drain and high-type pavement. Install traffic signals (see locations below), illumination and perform incidental work common to this type of project. Utility, railroad adjustments and railroad protective service as required.

Signal Locations:

N. Anchor St. at N. Channel Ave.
N. Anchor St. at N. Lagoon Ave.
N. Anchor St. at N. Basin Ave.
N. Greeley Ave. at N. Going St. W.B. Ramp
N. Greeley Ave. at N. Going St. E.B. Ramp

Railroad Crossing Data:

Crossing No.	2AD-3.17-C
Name of Railroad	Union Pacific Railroad
No. of Tracks	One
No. of Trains	2 (Switching)
No. of High-Speed Trains	None
Existing Crossing Protection	Advance Warning Signs

Data for PR 37:

Y008	(Channelization)	$1,500,000
Y030	(Illumination)	110,000
Y031	(Traffic Signals)	515,000

Accommodation of Utilities: A State-City Agreement No. 5922 complying with paragraph 6d(1) of PPM 30-4.1 was executed 9-11-79.

Maintenance: A State-City Agreement No. 5922 com
Section 116, Title 23 U.S.C. was executed 9-11-79

Note: 1) This project is in Congressional Distri

2) Included in MSD FY '81 AE/TIP on page 3

3) On-the-job trainees, as set forth in FH
on this project will be determined at P
and the number stipulated in the PS&E d

Section

on consisting of curbed sections of varying widths
high-type pavement. Install traffic signals (see
ion and perform incidental work common to this
railroad adjustments and railroad protective

. Channel Ave.
. Lagoon Ave.
. Basin Ave.
N. Going St. W.B. Ramp
N. Going St. E.B. Ramp

2AD-3.17-C
Union Pacific Railroad
One
2 (Switching)
None
ction Advance Warning Signs

ation) $1,500,000
ion) 110,000
ignals) 515,000

: A State-City Agreement No. 5922 complying with
4.1 was executed 9-11-79.

Maintenance: A State-City Agreement No. 5922 complying with Section 116, Title 23 U.S.C. was executed 9-11-79.

Note: 1) This project is in Congressional District No. 3.

2) Included in MSD FY '81 AE/TIP on page 39 #6.

3) On-the-job trainees, as set forth in FHPM 6-4-12, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

9380

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 31, 1981

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

File No: MSD 50

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Basin-Going Construction Estimate-
Reallocation of Interstate Transfer funds

The Basin-Going project has an additional need for Interstate Transfer funds of $34,512 for construction. The Thurman-Columbia, 14/16th project has an excess obligation authority of $161,500 for construction. It is requested that the Basin-Going construction obligation be increased by $34,512 and the Thurman-Columbia, 14/16th Couplet project be reduced by $34,512.

TAS:JS

cc: L.D. Hill-per our conversation of 8/31/81
V.A. Rhodes
E.C. Mershon
R.C. Brooks

9/2/81
cc: Zehner

9380

Section N. Basin Ave, N. Going St. Programming Estimate $ 2,125,000

Highway FAU 9930 & 9926 Project Length 0.50 mi.

County Multnomah 8-28-81 Completion Time 350 CD

Kind of Work Grading, Paving, Illum, Sigs, Lndscp'g Est. Comp. Date Oct. 24, '82

Prefix 326-1978 Letting Date Oct. 8, '81 Project No. IX-9926(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,734,680.75
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	4,500	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	3,750	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment	50,000	
On the Job Trainees (2,000 hrs @ 0.80)	1,600	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	7,175	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities: Portland Bureau of Water Works	60,000	
_____		
1½" Water Meter & Installation	1,630	
Water during Establishment period	200	
Conc. pad for water vault (City Water Bureau)	1,000	
Furnish & Install Bus Shelters (9)	22,500	
Port of Portland Railroad Equip.	1,500	
Subtotal		$ 153,855.00
		$ 1,888,535.75
Contingencies (4-1/2%)		84,984.11
Engineering (8, 9, 10%)		151,082.86
~~Subtotal~~		$
Credit for _____		
Estimated Net Authorization, Construction		$ 2,124,602.72

APPROVED

CC: Earl Mershon
Jon Rose

KEC'D
8-28-81
G

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 6

Date July 28, '81

ection N. Basin Ave. / N. Going St. County Multnomah

ind Of Work Grading, Paving, Illum., Signals, Landscaping Length 0.50 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(5%)	83,000-
Temporary Protection and Direction of Traffic		All	All	-	15,000-
Temporary Signs		Sq.Ft.	403	6-	2,418-
Temporary Barricades		Each	30	125-	3,750-
Temporary Plastic Safety Markers		Each	125	80-	10,000-
Sequential Arrow Signs		Each	1	3,500-	3,500-
Flagmen		Hour	800	22.50	18,000-
			SUBT.	TP&DT	52,668-
ROADWORK					
Clearing and Grubbing		All	All	-	6,000-
Removal of Structures and Obstructions		All	All	-	8,000-
General Excavation		Cu.Yd.	16,120	4-	64,480-
Toe Trench Excavation		Cu.Yd.	80	10-	800-
Trench Excavation		Cu.Yd.	4,475	8-	35,800
Finishing Roadbed and Slopes		All	All	-	10,000-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY OF BID SCHEDULE~~ COST ESTIMATE

Sheet 2 of 6

Date July 28, '81

ection N. Basin Ave. / N. Going St. County Multnomah

ind Of Work Grading, Paving, Illum., Signals, Landscaping Length 0.50 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Furnishing and Placing Topsoil		Cu. Yd.	1,100	11⁻	12,100⁻
Aggregate Base		Ton	500	8⁻	4,000⁻
Treated Base Mixture		Ton	7,400	15⁻	111,000⁻
Cement in Treated Base Mixture.		Ton	410	175⁻	71,750⁻
Class "B" Asphalt Concrete Mixture		Ton	12,000	15⁻	180,000
Asphalt Cement in Mixture		Ton	700	175⁻	122,500
Asphalt in Tack Coat		Ton	20	200⁻	4,000⁻
Reinforced Concrete Pavement		Sq. Yd.	830	30⁻	24,900⁻
Concrete in Bus Shelter Foundations		Cu. Yd.	8	240⁻	1,920⁻
Reinforcement in Bus Shelter Foundations		Lb.	600	0 70	420⁻
6-inch Culvert Pipe		Lin. Ft.	430	4 50	1,935⁻
42-inch Culvert Pipe		Lin. Ft.	144	33 50	4,824⁻
60-inch Culvert Pipe		Lin. Ft.	25	67⁻	1,675⁻
8-inch Sewer Pipe		Lin. Ft.	488	7 50	3,660⁻
10-inch Sewer Pipe		Lin. Ft.	1,766	9⁻	15,894⁻
12-inch Sewer Pipe		Lin. Ft.	56	14 50	812⁻
15-inch Sewer Pipe		Lin. Ft.	217	18⁻	3,906⁻
18-inch Sewer Pipe		Lin. Ft.	277	19⁻	5,263⁻
36-inch Sewer Pipe		Lin. Ft.	750	54⁻	40,500⁻
42-inch Sewer Pipe		Lin. Ft.	196	68⁻	13,328⁻
Extra for Pipe Under Pavement		Lin. Ft.	812	10⁻	8,120⁻

BW 734-1131 (1-80)

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 5 of 6
Date July 28, '81

ection N. Basin Ave. / N. Going St. County Multnomah

ind Of Work Grading, Paving, Illum, Signals, Landscaping Length 0.50 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Concrete Manholes, ~~10~~ 15 Feet or Less Deep		Each	2 ~~3~~	1,200⁻	2,400⁻
Concrete Manholes, ~~10 to 20~~ over 15 Feet Deep		Each	2 ~~3~~	1,500⁻	3,000⁻
Special Manholes ~~10 to 20 Feet Deep~~		Each	1	2,700⁻	2,700
Concrete Inlets, Type P		Each	46	360⁻	16,560⁻
Guard Rail, Type 1A		Lin.Ft.	1,038	10 50/100	10,899⁻
Guard Rail, Type 2A		Lin. Ft.	513	12⁻	6,156⁻
Guard Rail Anchors, Type 1		Each	3	275⁻	825⁻
Guard Rail Anchors, Type 2		Each	1	300⁻	300⁻
Rail End Pieces, Type B		Each	2	50⁻	100⁻
Rail End Pieces, Type C		Each	2	75⁻	150⁻
Extra for 8-foot Posts		Each	30	6⁻	180⁻
CL-3R Fence		Lin. Ft.	57	6 50/100	370 50/100
Concrete Walks		Sq. Yd.	5,125	11 50/100	58,937 50/100
Concrete Driveways		Sq. Yd.	375	15⁻	5,625⁻
Concrete Curbs		Lin. Ft.	13,950	3 50/100	48,825⁻
Concrete Islands		Cu. Yd.	170	180⁻	30,600⁻
Concrete Barrier		Lin. Ft.	240	25⁻	6,000⁻
Loose Riprap, Class 50		Cu. Yd.	910	15⁻	13,650⁻
Loose Riprap, Class 100		Cu. Yd.	25	20⁻	500⁻
Adjusting Manholes		Each	19	175⁻	3,325⁻
Reconstructing Concrete Manholes		Each	17	500⁻	8,500⁻
Adjusting Inlets		Each	12	150⁻	1,800⁻

OREGON STATE HIGHWAY DIVISION — ~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 4 of 6

Date Aug. 6, '81

ection N. Basin Ave. / N. Going St. County Multnomah

ind Of Work Grading, Paving, Illum., Signals, Landscaping Length 0.50 mi. Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
	Removal of Existing Sign Structures		All	All	-	2,500
	Sign Support Footings		All	All	-	4,590
	Single Post Breakaway Sign Supports		All	All	-	275
	Single Post Slip Base Sign Supports		All	All	-	2,510
	Special Pipe Sign Supports		All	All	-	5,817
	Type "A" Signs In Place		Sq. Ft.	191	17	3,247
	Type "C" and "D" Signs In Place		Sq. Ft.	133	11	1,463
	Type "EE" Signs In Place		Sq. Ft.	32	12	384
	Type "T" Signs In Place		Sq. Ft.	21	14	294
	Move and Reinstall Existing Signs		All	All	-	1,500
					Signing subtotal	22,58

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 5 of 6

Date July 28, '81

ection N. Basin Ave. / N. Going St. County Multnomah

ind Of Work Grading, Paving, Illum., Signals, Landscaping Length 0.50 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
ILLUMINATION					
Pole Foundations		All	All	-	18,000
Roadway Lighting Poles and Arms		All	All	-	9,000
Relocate Existing Light Poles		All	All	-	4,500
Luminaires and Ballasts		All	All	-	20,000
Switching, Conduit, Wiring, Lamps, Etc.		All	All	-	41,000
				Illum. Subtotal	92,500
TRAFFIC SIGNALS					
Traffic Signal Installation, Complete		All	All	-	435,627

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 6 of 6
Date July 28, '81

Section N. Basin Ave. / N. Going St.
County MULTNOMAH

Kind Of Work Grading, Paving, Illum., Sigs., Landscaping Length 0.50 mi. Name Brichar

No	Item	Code	Unit	Quant.	Unit Cost	Total
	LANDSCAPING					
	Roadside Seeding and Mulching		Acre	2	800⁻	1,600⁻
	Furnishing and Planting Trees		Each	30	25⁻	750⁻
	Furnishing and Planting Shrubs		Each	1,576	7⁻	11,032⁻
	Furnishing and Planting Groundcovers		Each	4,635	0 65	3,012 75
	Bark Mulch		Unit	28	100⁻	2,800⁻
	Soil Conditioner		Cu. Yd.	165	10⁻	1,650⁻
	Tree Grates with Frames		Each	2	415⁻	830⁻
	Brick Patterned Concrete Surfacing		Sq. Yd.	600	47⁻	28,200⁻
	Sod Lawn		Sq. Ft.	600	0 30	180⁻
	Irrigation System		All	All	-	19,261⁻
					Landscaping Subtotal	69,315⁻

Portland

9380

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/25/81

Oct 8
~~September 24~~ Bid Letting August 12 All Clear Deadline

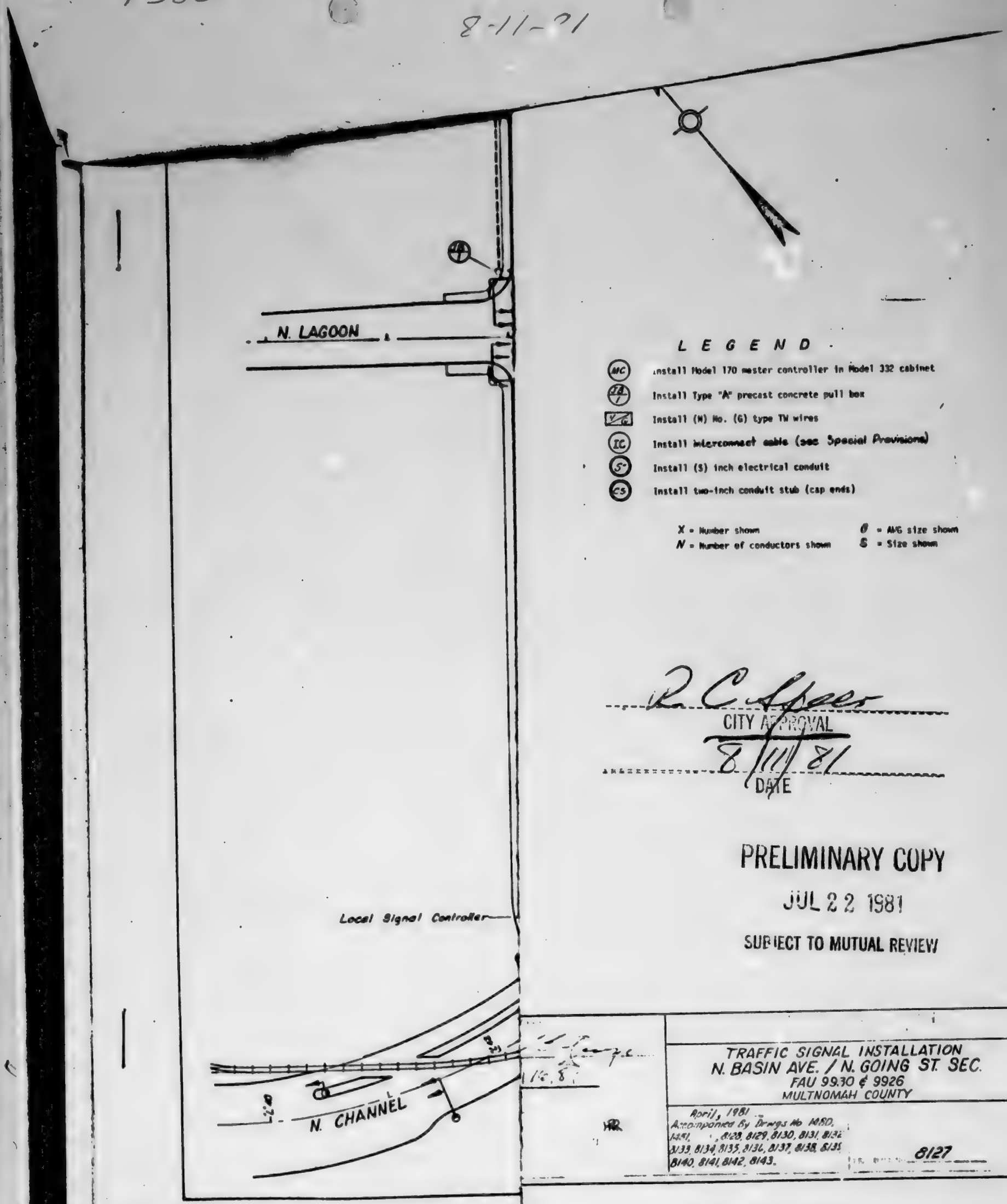
SECTION N Basin Avenue/N Going Street
Highway FAU 9930 & 9926
County Multnomah Region Metro
Type of Work G. P. Sigs. Sn. Illum. Ind Funds
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Contr. noise ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration					X
Project Assessment					
Write-off Letter					
PERMITS:					
Division of State Lands	X				X
D.O.G.M.I.	X				
Corps of Engineers	X				X
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
Port of Portland Permit					
CULTURAL:					
Cultural Survey	X				
Cultural Salvage	X				
NOISE:					
Noise Study	X				X

9380

8-11-81



LEGEND

- (MC) Install Model 170 master controller in Model 332 cabinet
- (4/1) Install Type "A" precast concrete pull box
- (Y/6) Install (N) No. (G) type TW wires
- (IC) Install interconnect cable (see Special Provisions)
- (S") Install (S) inch electrical conduit
- (CS) Install two-inch conduit stub (cap ends)

X = Number shown
N = Number of conductors shown
G = AWG size shown
S = Size shown

R C Lees
CITY APPROVAL
8/11/81
DATE

PRELIMINARY COPY

JUL 22 1981

SUBJECT TO MUTUAL REVIEW

TRAFFIC SIGNAL INSTALLATION
N. BASIN AVE. / N. GOING ST. SEC.
FAU 9930 & 9926
MULTNOMAH COUNTY

April, 1981
Accompanied by Drwgs No 8120, 8129, 8130, 8131, 8132, 8133, 8134, 8135, 8136, 8137, 8138, 8139, 8140, 8141, 8142, 8143.

8127

9380

8-10-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-9926(1)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. M-87

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/10/81

8. FEDERAL ROUTE NUMBER
FAU 9926

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Basin Avenue - Going Street Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/5/81 I approve the revised Preliminary Engineering Costs to a TEC of $445,732 Federal Funds $381,597.

(Increase TEC $77,132 Federal Funds $65,562)

RECEIVED
STATE HWY ENGR
AUG 21 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | Act | File

ovs
E
8/21

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/10/81	G. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

8-10-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-9926(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: M-87

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/10/81

8. FEDERAL ROUTE NUMBER: FAU 9926

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Basin Avenue - Going Street Interchange Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/5/81 I approve the revised Preliminary Engineering Costs to a TEC of $368,600 Federal Funds $316,037.

(Increase TEC $35,700 Federal Funds $31,180)

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to 8/13

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/10/81	G. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1380

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-10-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	M-9926(1)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. M-87

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/10/81	FAU 9926	City Street

10. GENERAL LOCATION:
Basin Avenue - Going Street Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 8/5/81 I approve the program as follows:

1) Project Number: Change to "M-9926(1)" from IX-M-9926(1)
2) Appn Code: Change to "W36" from -- 823.
3) Class of Federal Funds: Change to "Urban System".

Withdraw TEC $77,132 Federal Funds $65,562 Appropriation Code 823.

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
orig to Mobiuna 8/12
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/10/81	G. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 5, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. M-87
Project No. M-9926(1)
Basin Ave.-Going St. Interchge. Sec.
Multnomah County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated July 28, 1981.

Approval of this request will involve an increase of $35,700 in total cost and obligation of $31,180 in federal funds with revised financing as follows:

	TEC	FF	%
Present	$368,600.00	$316,037.00	85.74
Previous	332,900.00	284,857.00	
DIFFERENCE	$ 35,700.00	$ 31,180.00	

RHZ:bkc
Attachments

cc: F.E. Terpin
Gary Zehner
General Files

Form 734-3122

9380

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 5, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. M-87
Project No. IX-M-9926(1)
Basin Ave. - Going St. Interchange Sec.
Multnomah County

I request approval of a program change to eliminate the joint funding by deleting the Interstate Substitutions General Funded class of federal funds requiring changes as follows:

1) Project Number: Change to "M-9926(1)"
2) Appn Code: Change to "W36".
3) Class of Federal Funds: Change to "Urban System".

$65,562 in Interstate transfer funds (Appn Code 823) released by this action is to be reobligated on Project No. IX-9565(12) and replaced on this project with "W36" funds.

Also enclosed is justification to increase the cost of PE on the subject project including "Revised Project Agreement Estimate" and "Modified Federal-Aid Project Agreement".

JLG:bkc
Enc.

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
F. Terpin
Gary Zehner (w/att)
General Files

Form 734-3122

9380

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: July 10, 1981

FROM: F. C. Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: N. Basin Ave./N. Going St. (Portland)
City Streets
Multnomah County
Project No. IX-~~X~~-9926(~~1~~ 6)

We are requesting additional funding of $125,000 on the above FAI-X project that is scheduled for a September 24, 1981 letting. The appraisals for several parcels have been higher than anticipated, also six additional parcels were added to one file since the estimate was made.

This request covers files No. 51531, 51532 as shown on map 9B-18-4 and file No. 51619 as shown on map 9B-18-11.

FCL:jr

	IC	EE
Original	$ 194,000 -	$ 164,100 -
Amount	125,000 -	106,250 -
Total	$ 319,000	$ 271,150 -

6

9380

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Basin Avenue - Going Street Interchange — Date: June 22, 1981

Highway: FAU 9926 — Authorization No.: 3

County: Multnomah #26 — Survey Prefix: 326-1978 (Assigned by Salem office)

Description of termini, route, length, etc.: The termini are the ends of the tapers and curb radii necessary to construct a one-way traffic circulation system including a new portion of Anchor St. to allow traffic to interchange at Basin Ave. and Going Street.

Purpose of survey: To perform all necessary engineering work to formulate final construction plan. To prepare all required environmental statements, to conduct all necessary public meetings and hearings.

Estimate of cost: $2,290,000(includes Anchor St. fill)

M-9926(1) 8-10-81

Class I Draft and Final EIS

Field Survey	(901)	124,500
Citizen Participation	(902)	9,700
City or County	(903)	21,750
Consultant	(904)	58,000
Final Design	(905)	32,250
Bridge Design	(906)	22,100
Preliminary Design	(907)	7,500
R/W Description	(909)	14,850
Soils & Geology	(910)	13,600
Traffic	(911)	14,000
Landscape	(912)	5,000
Liaison R/W	(913)	2,750
Utility	(914)	2,000
Photogrammetry	(916)	4,250
Location Studies	(918)	500
Engineering Graphics	(919)	-
Project Management	(920)	200
Specifications	(921)	3,300
Administrative Services	(922)	250
Environmental	(923)	18,000
Dept. of Transportation	(924)	5,000
Air Quality Monitoring	(925)	-
Foundation Exploration	(926)	2,500
Seminars & Training	(950)	1,000
Hearings	(980)	3,000
Personal Leave Time	(960)	150
Accounting Audit	(915)	250
Inventory Needs	(917)	1,200
Advisory Committees	(986)	1,000

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 21 1981
LOCATION SECTION

Total estimated cost of survey	$ 368,600
Previous authorization	306,000
Additional authorization requested	62,600
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer — Field Engineer

Recommended for Approval:

D.R. ADAMS, Project Development Engineer — Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

a

9380

Multnomah Co.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: June 11, 1981

TO: WALT HART
Bridge Engineer

File No: 326-1978

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: Illumination Plans
N. Basin Ave.-N. Going St.
Multnomah County

The City has approved the illumination plans as noted on the enclosed preliminary plans for the project.

These changes have been worked out through Rob Edgar of your staff. Contrary to what is shown on the PMS run, we are shooting for an August 20 bid letting for the project, as I feel all the design issues have now been resolved.

pv

Enclosure

cc Don Adams
Duane Christensen
Bill Cole
Don Fantz

REFERRED TO
Beard Stoudenmeyer
Col Mann
Erikson Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Tr...
Wakerling

RECEIVED
JUN 11 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
A

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

June 4, 1981

Don Fantz
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Don,

Enclosed are approved plans for the illumination portion of the improvement of N. Basin/Going St. You will note changes in red on the plans, also, a list of corrections and/or additions.

The City proposes to have an additional light installed on N. Greeley Avenue on either a new wood or metal pole, at a mounting height of 30 feet.

If you have further questions or comments, please contact me at 248-4039.

Thank you,

William A. Hughes
Acting Manager
Street Lighting

WAH:jck

Enclosure

cc: L.D. Hill

ALL FIXTURES BRONZE IN COLOR - NORMAL POWER FACTOR - REACTOR BALLAST

- 1-10: 400A cut off (240 volt), 250 watt, Type M-C-III 35-176563
- 11-23: 250R cut off (240 volt), 150 watt, Type M-C-III 35-176599
- 24-30: 400A cut off (240 volt), 400 watt, Type M-C-III 35-176563
- 31-34 (new): 400A cut off (240 volt), 400 watt, Type M-C-III 35-176563
- 35-39: 400A cut off (240 volt), 400 watt, Type M-C-III 35-176563
- 40,41,42,45,46,47,48: 400A cut off (240 volt), 400 watt, Type M-C-III 35-176563
- 55,56 (Stairway): 250R cut off (240 volt), 100 watt, Type M-C-III 35-176599
- 50-54: These lights have already been converted to M400, 200 watt, HPSV on FAU Project.
- 49,57,59,60 (Transfer existing HPSV-57,59,60 to New Traffic Signal Pole): 400A cut off (240 volt), 200 watt, HPSV, Type M-C-III 35-176563
- 43-44: OK

- N. Greeley Avenue @ Going crossing: ADD STREET LIGHT (1) and Metal or Wood Pole: 400A cut off (240 volt), 200 watt, Type M-C-III 35-176563

<u>30 foot</u> Mounting Height

9380 6-10-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9926(6)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90294

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/10/81

8. FEDERAL ROUTE NUMBER: FAU 9926

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Basin Avenue - Going Street Interchange Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/10/81 I approve the revised Right of Way Costs to a TEC of $154,130 Federal Funds $131,010.

(Decrease TEC $39,870 Federal Funds $33,890)

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO
Mehrens
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7/19 to 6/16

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/10/81	G K Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9380

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change

I request approval of a program change releasing funds from the projects tabulated below in order to fund projects: 1) IX-0000(38), Arterial Street (Portland) Overlay Project No. 2, and 2), IX-0000(39), Westside Corridor Arterials Section.

PROJECT NO.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9300(4)	N.W. 26th - N.W. Glisan	PE	$ 73,500	772
IX-0000(8)	N.W. Thurman-S.W. Columbia	PE	10,725	772
IX-9926(6)	Basin-Going Interchange	R/W	33,890	823
IX-0000(27)	Arterial St. Light Conversion Prog.	CO	298,854	772
IX-9326(6)	Hollywood Dist. Trans. Proj.	PE	28,550	772
IX-9809(5)	N.E. Col. Blvd.-N.E. Weidler, Unit 1	CO	382,000	823
IX-9891(3)	S.E. Division - S.E. Powell	R/W	281,981	772
		TOTAL	$1,109,500	

Enclosed are "Revised Project Agreement Estimates" and "Modified Federal-Aid Project Agreements" for each of the tabulated projects as applicable.

JLG:pf
Enclosures

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner
General Files

Form 734-3122

9380

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: June 10, 1981

File No: 326-1978

TO: BUZ SWAN
Program Management

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: Signature Construction Plans
North Basin Avenue/North Going St.
Multnomah County

I have reviewed the attached signature plans received from the City and concur with the minor recommended changes noted in the plans.

Please forward the City's comments on the minor changes to Bill Cole in Final Design, as we are targeting either an August or September bid letting for the project.

Bill - Please Return to Husby when finished

pv

Attachment

cc Don Adams
Duane Christensen
Jon Rose
Bill Cole
Don Fantz

REFERRED TO
Beard ___ Stoudenmeyer ___
Cole WEC Mann ___
Eriksen ___ Watson ___
Hagor ___ Dorn ___ Leu ___
(Return) Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER
Return to Ken Husby when Changes are Complete.
Bill

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐

REFERRED TO _____
FOR _____
___ FILE: PM FA LG.

STATE OF O

DEPARTMEN OF TR

STATE IGHWA

PLAN FOR PROPOS

N. BASIN AV / N.

F 9930 &

LTNOMAH C

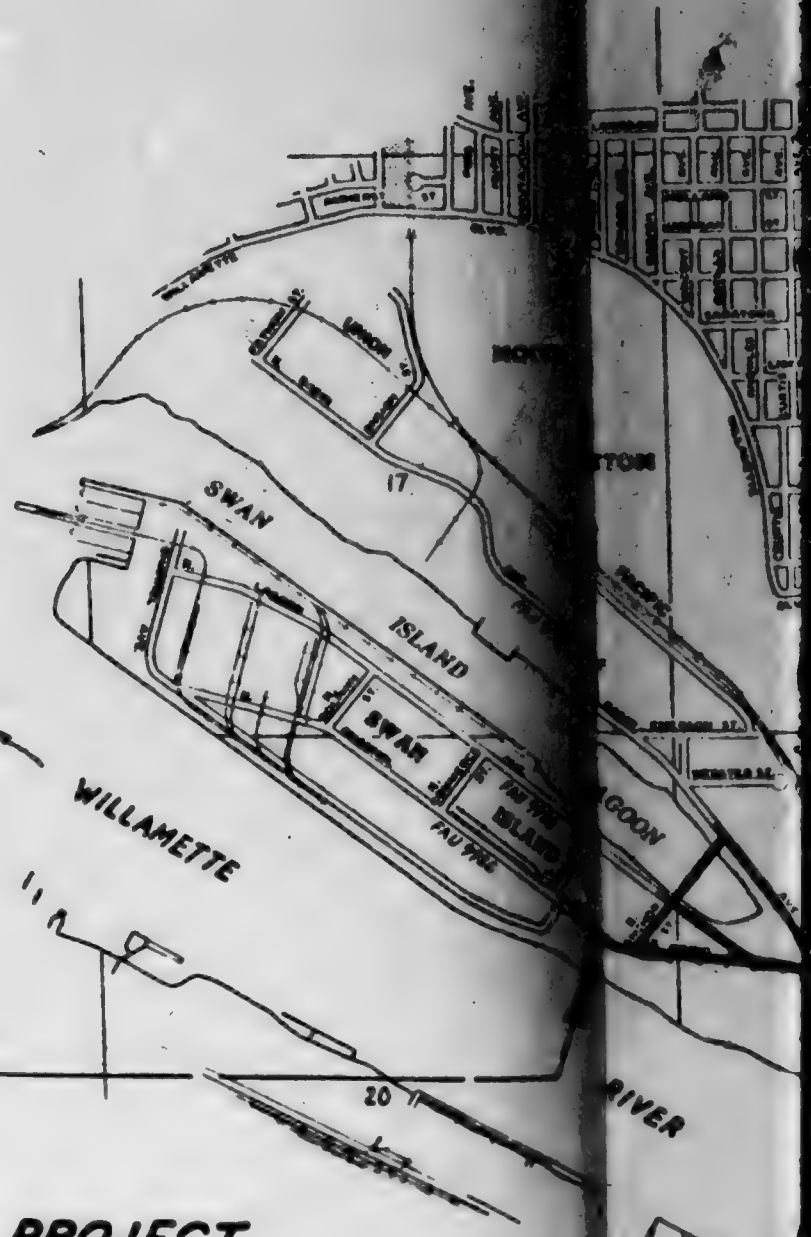
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2B,2C,2D,2E	Typical Sections
2F,2G,2H,2H-2,2J	Details
2K	Temporary Protection & Direction Of Traffic
2L	Pipe Data
2M	Signing
2N	Summary
3,3A,3B	Plans
4,4A,4B	Plans
5,5A,5B	Plans
6	Profiles
7	Planting Plan
8	Development Plan
9	Irrigation Plan
10	Irrigation Electric
11	Bench Detail

Not Included

Not Included

Not Included

Traffic Signal Plans Not Included



BEGINNING OF PROJECT
Sta. 39+53.07

END OF PROJECT
Sta. 66+13.05

Sketch M

Scale 0 1000

N. BASIN AVE. / N. GOING ST. SEC. FAU 9930 & 9926 MULTNOMAH COUNTY				SHEET No. 1
ROAD ID No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

ATE OF OREGON

T OF TRANSPORTATION

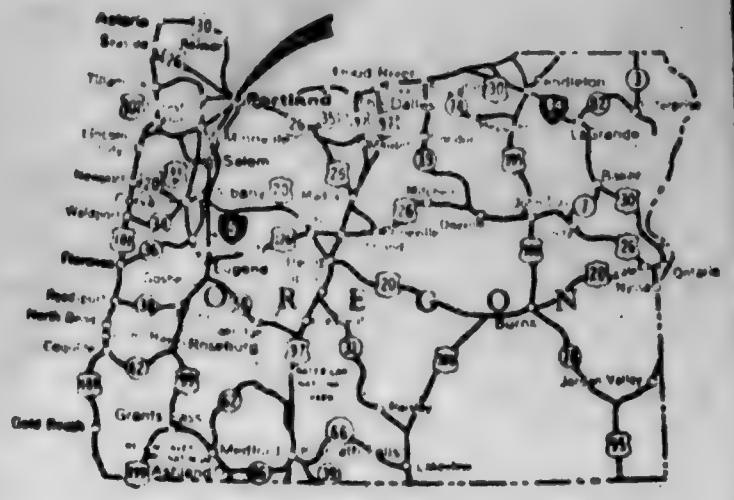
HIGHWAY DIVISION

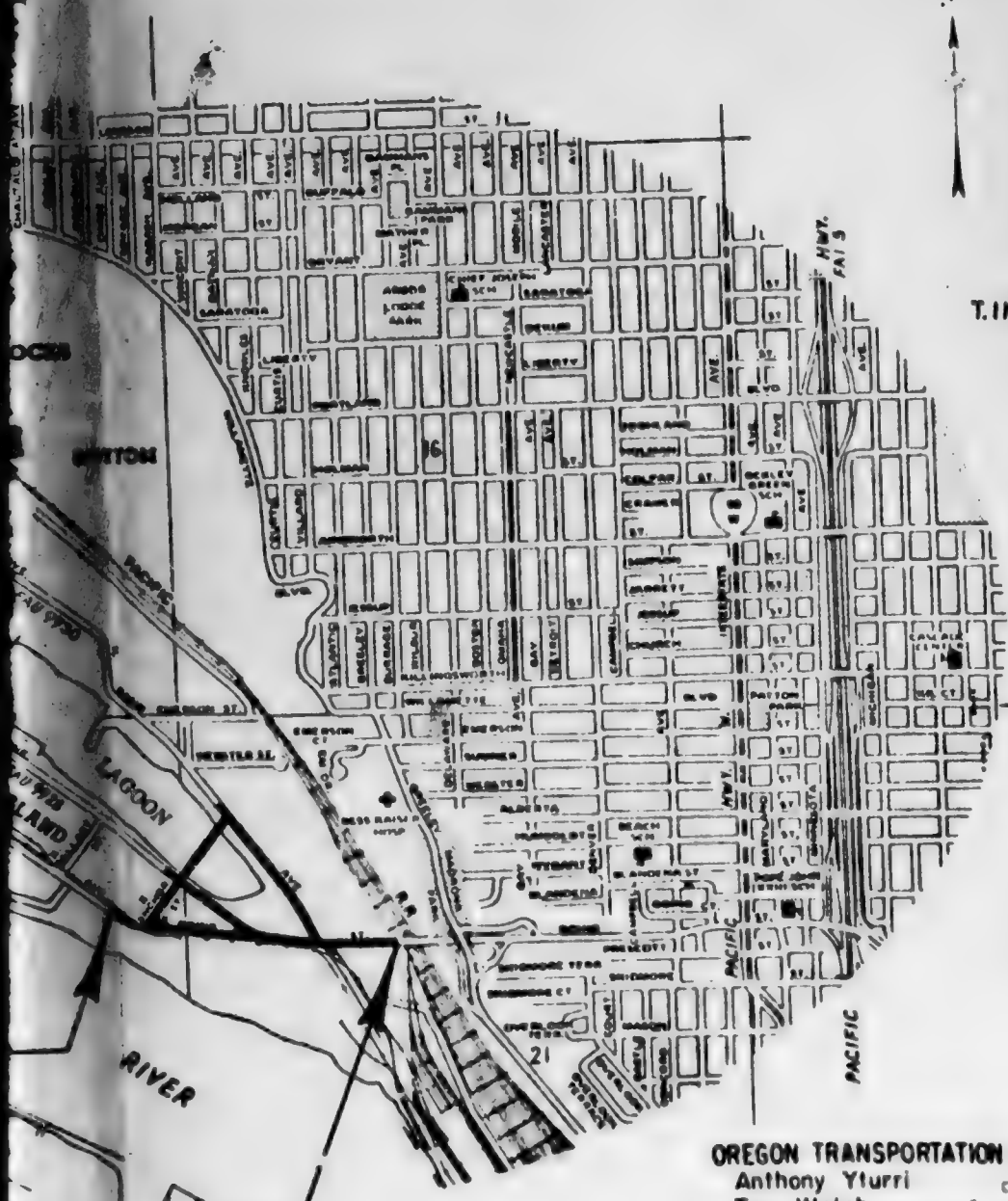
NS FOR PROPOSED PROJECT

E. / N. GOING ST. SEC.

FAU 9930 & 9926

MULTNOMAH COUNTY





FINAL DESIGN UNIT
APR 8 1981
DESIGN SECTION

AS REVISED

Portland

APPROVED AS NOTED

For CITY OF PORTLAND

Date

REGISTERED PROFESSIONAL ENGINEER 4679 OREGON OCT 30 1980 H S COULTER

REGISTERED PROFESSIONAL ENGINEER 4696 OREGON MAY 13 1980 E S HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER — DATE

9380

Co.
√ City

ROAD DESIGN SECTION 378-6558

Jim McClure
Project Development Engineer

June 2, 1981

W. H. Wakerlig
R/W Descriptions Engineer

N. Lesin/N. Going St. Project
Multnomah County

In reviewing Port of Portland survey plats as you requested certain discrepancies in the location of our right of way lines were noticed.

I believe these discrepancies may be resolved best at the local level. To facilitate that effort I am returning the Port's letter and plats along with a 1"=100' xerox vellum of our right of way map (9B-18-4).

ORIGINAL SIGNED BY
W. H. WAKERLIG

WHW:rlr
Attachment

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 26, 1981

File No: 326-1978

TO: HANK WAKERLIG
R/W Descriptions Engineer

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: N. Basin/N. Going St. Project
Multnomah County

The Port of Portland has requested that we review their survey plats to confirm that their property lines are in conformance with our new right-of-way lines. Attached is their letter and the two exhibits plats of land parcels to be sold by the Port.

I would appreciate your staff's review confirming their survey plats.

po

cc: Gene St. Clair
Don Fantz
Lyle Thompson - Port of Portland

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 27 1981
ROAD DESIGN SECTION

Do Not File ☐
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Bring by ___/___/___
Action

9380

5-19-81

NOISE STUDY REPORT

North Basin Avenue/North Going Street Section

FAU 9930 & 9926

Multnomah County

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 17 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Prepared by

OREGON DEPARTMENT OF TRANSPORTATION

Doug Iverson, Air Quality/Noise Engineer

May 19, 1981

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Traffic	1
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Traffic Noise Analysis and Impacts	11
Traffic Noise Mitigation	11
Construction Noise Impacts	13
Land Conservation and Development Commission Statewide Planning Goals and Guidelines	15
Summary	15
Local Coordination and Notification	15

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4	Design Noise Level/Activity Relationships	10
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3	Summary of Traffic Noise Impacts	12

Introduction

The Swan Island Industrial Park (Hereafter referred to as Swan Island) possesses considerable potential for industrial development. Approximately one-half of the island has yet to be developed.

However desirable this undeveloped land is, access to the island is limited to one street, Going Street. Before any future industrial development can take place, the transportation system on Swan Island must be improved.

Project Description

Figure 1 gives the location map for the proposed project.

The proposed project consists of constructing an extension of Anchor Street between Lagoon Avenue and Basin Avenue, as well as constructing traffic islands for bus transit service. Traffic would have a strictly one-way movement on the island except for Going Street east of Lagoon Avenue. The traffic signal at Basin Avenue and Going Street will be removed. Two-phase signals will be provided at the intersections of Anchor and Channel and at Anchor and Lagoon. Detail maps of the proposed project are given in Figures 2a, b and c.

Land Use

Figure 3 is a land use map of Swan Island and surrounding area. From this map it can be seen that the land use is a combination of industrial, commercial/retail along with warehousing. There is also a fair amount of unused land on Swan Island. Any future development of this vacant land is dependent upon the construction of this project.

Traffic

Table 1 provides traffic projections for both the Build and No-Build alternatives. There is a marked difference in the 1990 projections between alternatives. This difference would be due to the induced growth associated with the Build Alternative.

Average daily traffic (ADT) is predicted to increase a maximum of 11,300 vehicles per day by the year 1990 for the No-Build Alternative. Traffic speeds are predicted to remain the same or decrease by 1990 for the No-Build Alternative. The maximum increase in traffic under the Build Alternative is projected to be 26,500 vehicles per day. This does not take into consideration the fact that Anchor is predicted to carry an ADT of 13,000 immediately upon opening for traffic, if constructed. There are two road segments that are projected to have traffic volumes decrease in the future. These roads are: 1) Basin Avenue between Anchor Street and Going Street and, 2) Lagoon Avenue between Anchor Street and Ballast Street.

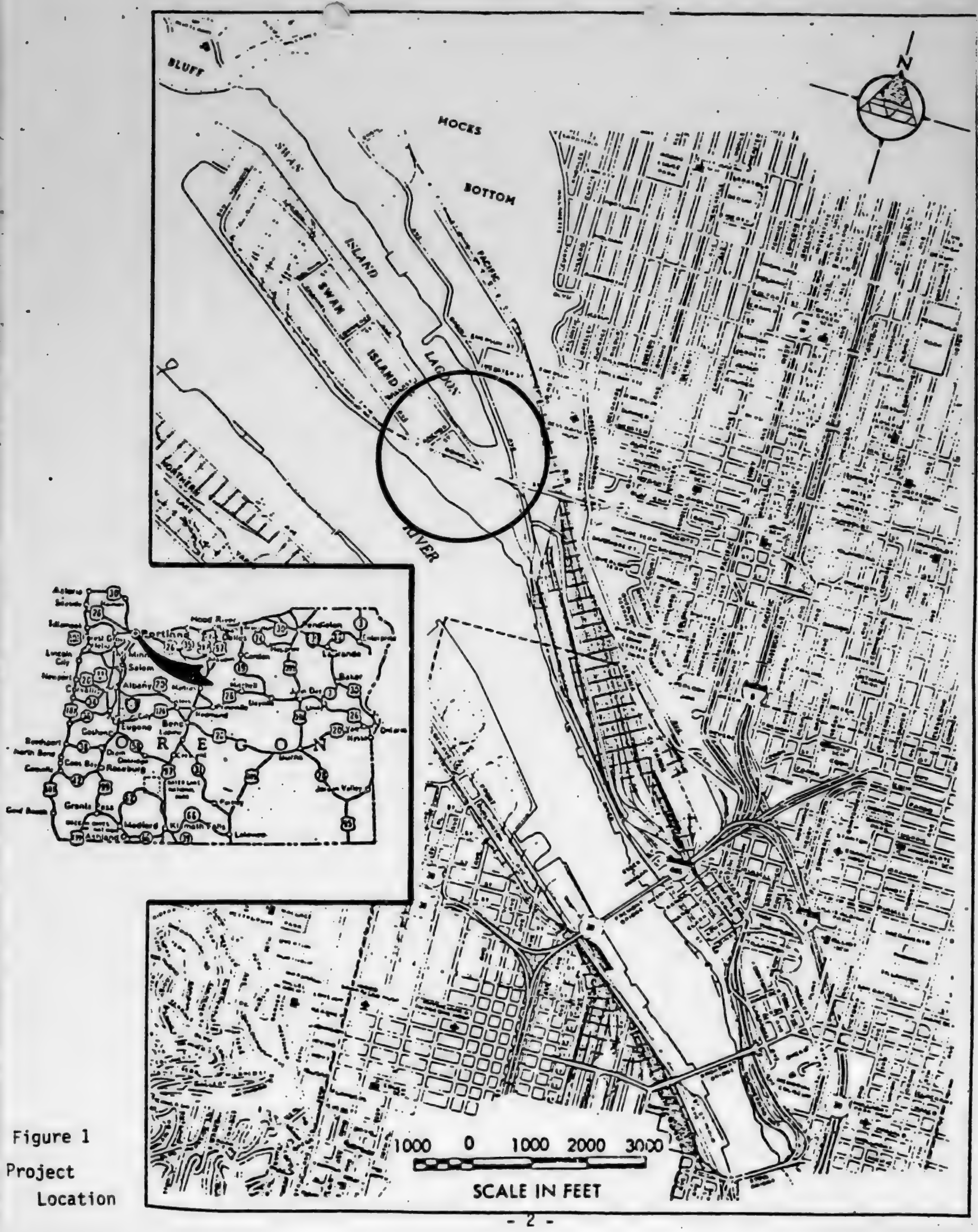


Figure 1

Project Location

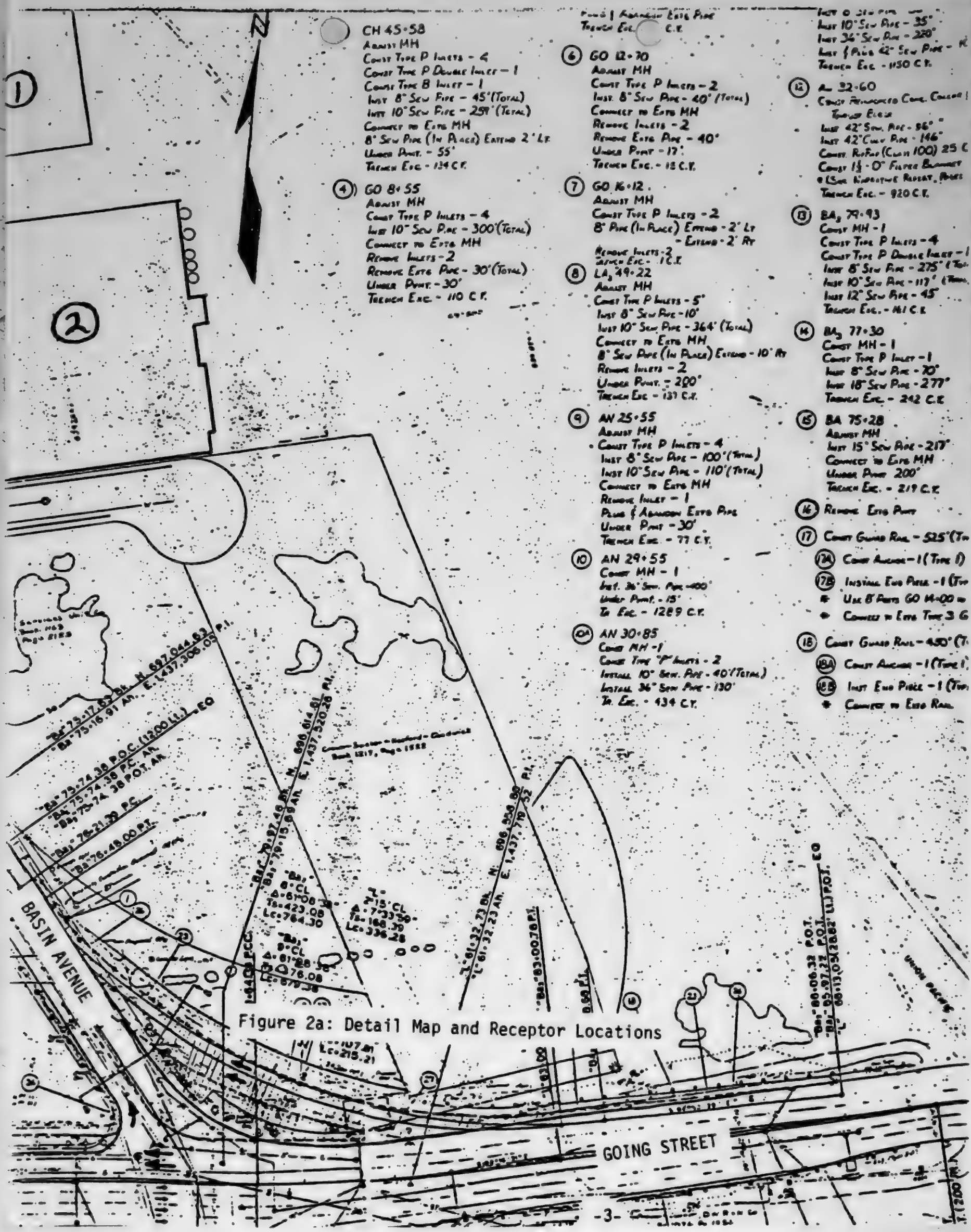

CH 45+58
Adjust MH
Const Type P Inlets - 4
Const Type P Double Inlet - 1
Const Type B Inlet - 1
Inst 8" Sew Pipe - 45'(Total)
Inst 10" Sew Pipe - 259'(Total)
Connect to Exte MH
8" Sew Pipe (In Place) Extend 2' Lt
Under Pvmt. - 55'
Trench Exc. - 134 C.Y.
4 GO 8+55
Adjust MH
Const Type P Inlets - 4
Inst 10" Sew Pipe - 300'(Total)
Connect to Exte MH
Remove Inlets - 2
Remove Exte Pipe - 30'(Total)
Under Pvmt. - 30'
Trench Exc. - 110 C.Y.
6 GO 12+70
Adjust MH
Const Type P Inlets - 2
Inst. 8" Sew Pipe - 40'(Total)
Connect to Exte MH
Remove Inlets - 2
Remove Exte Pipe - 40'
Under Pvmt - 17'
Trench Exc. - 18 C.Y.
7 GO 16+12.
Adjust MH
Const Type P Inlets - 2
8" Pipe (In Place) Extend - 2' Lt
- Extend - 2' Rt
Remove Inlets - 2
Trench Exc. - 1 C.Y.
8 LA3 49+22
Adjust MH
Const Type P Inlets - 5'
Inst 8" Sew Pipe - 10'
Inst 10" Sew Pipe - 364'(Total)
Connect to Exte MH
8" Sew Pipe (In Place) Extend - 10' Rt
Remove Inlets - 2
Under Pvmt. - 200'
Trench Exc - 137 C.Y.
9 AN 25+55
Adjust MH
Const Type P Inlets - 4
Inst 8" Sew Pipe - 100'(Total)
Inst 10" Sew Pipe - 110'(Total)
Connect to Exte MH
Remove Inlet - 1
Plug & Abandon Exte Pipe
Under Pvmt - 30'
Trench Exc. - 77 C.Y.
10 AN 29+55
Const MH - 1
Inst. 36" Sew. Pipe -100'
Under Pvmt. - 15'
Tr. Exc. - 1289 C.Y.
10A AN 30+85
Const MH -1
Const Type "P" Inlets - 2
Install 10" Sew. Pipe - 40'(Total)
Install 36" Sew Pipe - 130'
Tr. Exc. - 434 C.Y.
Inst 10" Sew Pipe - 35'
Inst 36" Sew Pipe - 220'
Inst 42" Sew Pipe - K
Trench Exc. - 1150 C.Y.
12 AL 32+60
Const Reinforced Conc. Culvert
Trench Excav
Inst 42" Sew. Pipe - 86'
Inst 42" Culv Pipe - 146'
Const. RipRap (Class 100) 25 C
Const 1½ - 0" Filter Blanket
(See Hydraulic Report, Plans
Trench Exc. - 920 C.Y.
13 BA3 79+93
Const MH - 1
Const Type P Inlets - 4
Const Type P Double Inlet - 1
Inst 8" Sew Pipe - 275'(Tot
Inst 10" Sew Pipe - 117'(Tot
Inst 12" Sew Pipe - 45'
Trench Exc. - 161 C.Y.
14 BA3 77+30
Const MH - 1
Const Type P Inlet - 1
Inst 8" Sew Pipe - 70'
Inst 18" Sew Pipe - 277'
Trench Exc. - 242 C.Y.
15 BA 75+28
Adjust MH
Inst 15" Sew Pipe - 217'
Connect to Exte MH
Under Pvmt 200'
Trench Exc. - 219 C.Y.
16 Remove Exte Pvmt
17 Const Guard Rail - 525'(Tw
17A Const Anchor - 1(Type I)
17B Install End Piece - 1(Tw
* Use 8' Posts 60 M.00 m
* Connect to Exte Type 3 G
18 Const Guard Rail - 450'(T
18A Const Anchor - 1(Type I
18B Inst End Piece - 1(Tw
* Connect to Exte Rail
BASIN AVENUE
GOING STREET
UNION PACIFIC
Bar 73-17.83 Ba. N 697,044.63
Ba 73-16.91 Ah. E 1,437,306.05 P.I.
Ba 73-74.38 P.O.C. (1200 Lt.) EQ
Ba 73-74.38 P.C. Ar
Ba 73-74.38 P.O.T. Ar
Ba 76-21.39 P.C.
Ba 76-48.00 P.T.
Bar 79-97.19 Ba. N 696,614.91
Ba 79-15.69 Ah. E 1,437,320.28 P.I.
Ba 81-32.79 Ba. N 696,959.80
Ah 81-32.23 Ah. E 1,437,719.32 P.I.
Ba 83-00.76 P.I.
Ba 80-06.32 P.O.T.
Ba 85-07.22 P.O.T.
80.00' (N 28°02' W) P.O.T. EQ
D=8°00'
R=716.78'
L=100.00'
T=50.00'
L=107.81'
Lc=215.21
D=15°00'
R=382.11'
A=100°00'
T=382.11'
Lc=336.28
D=9°00'
R=636.62'
A=61°08'30"
T=423.08
Lc=784.30
D=9°00'
R=636.62'
A=61°08'
T=378.08
Lc=679.38
D=9°00'
R=636.62'
A=61°08'
T=378.08
Lc=679.38

Figure 2a: Detail Map and Receptor Locations

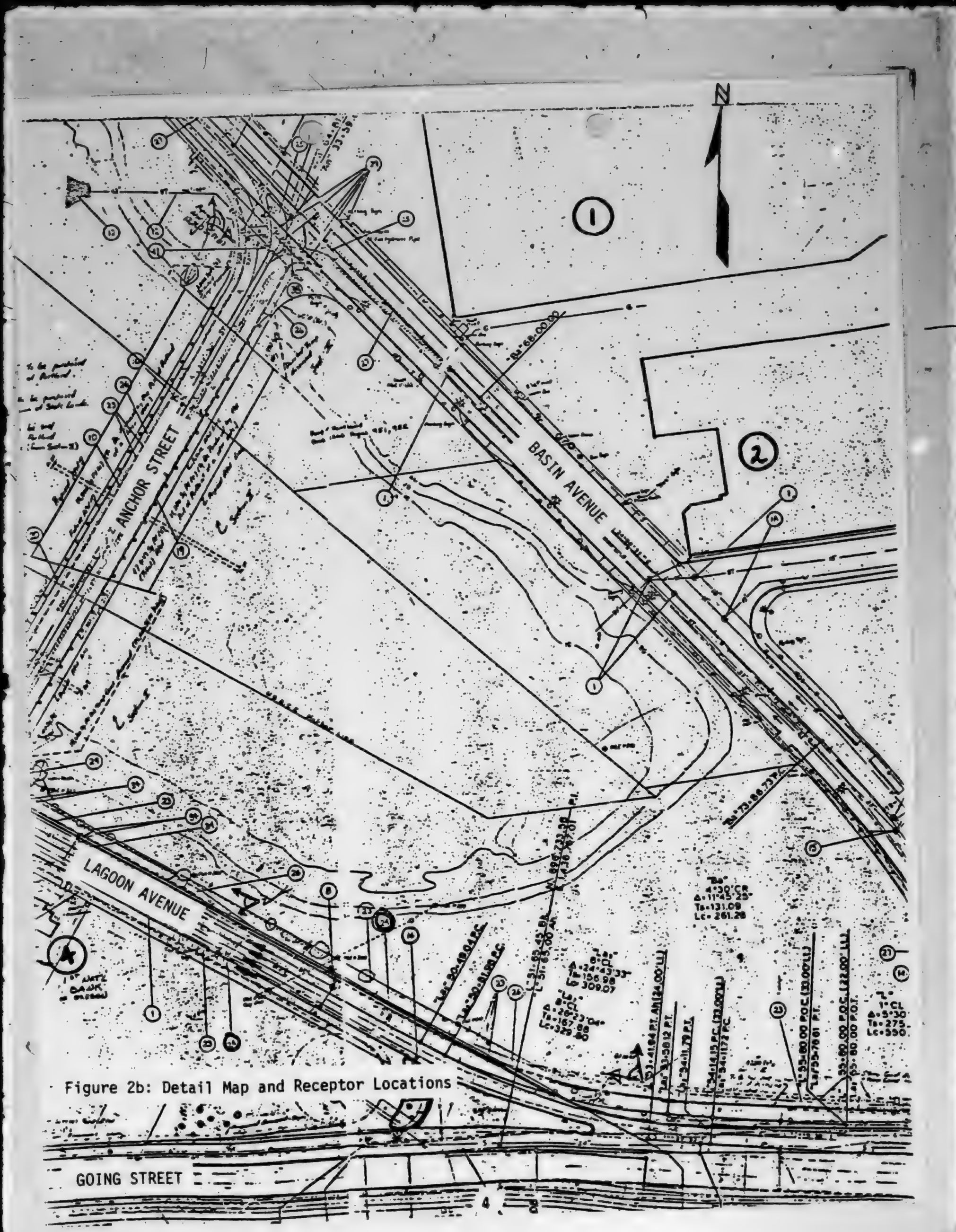
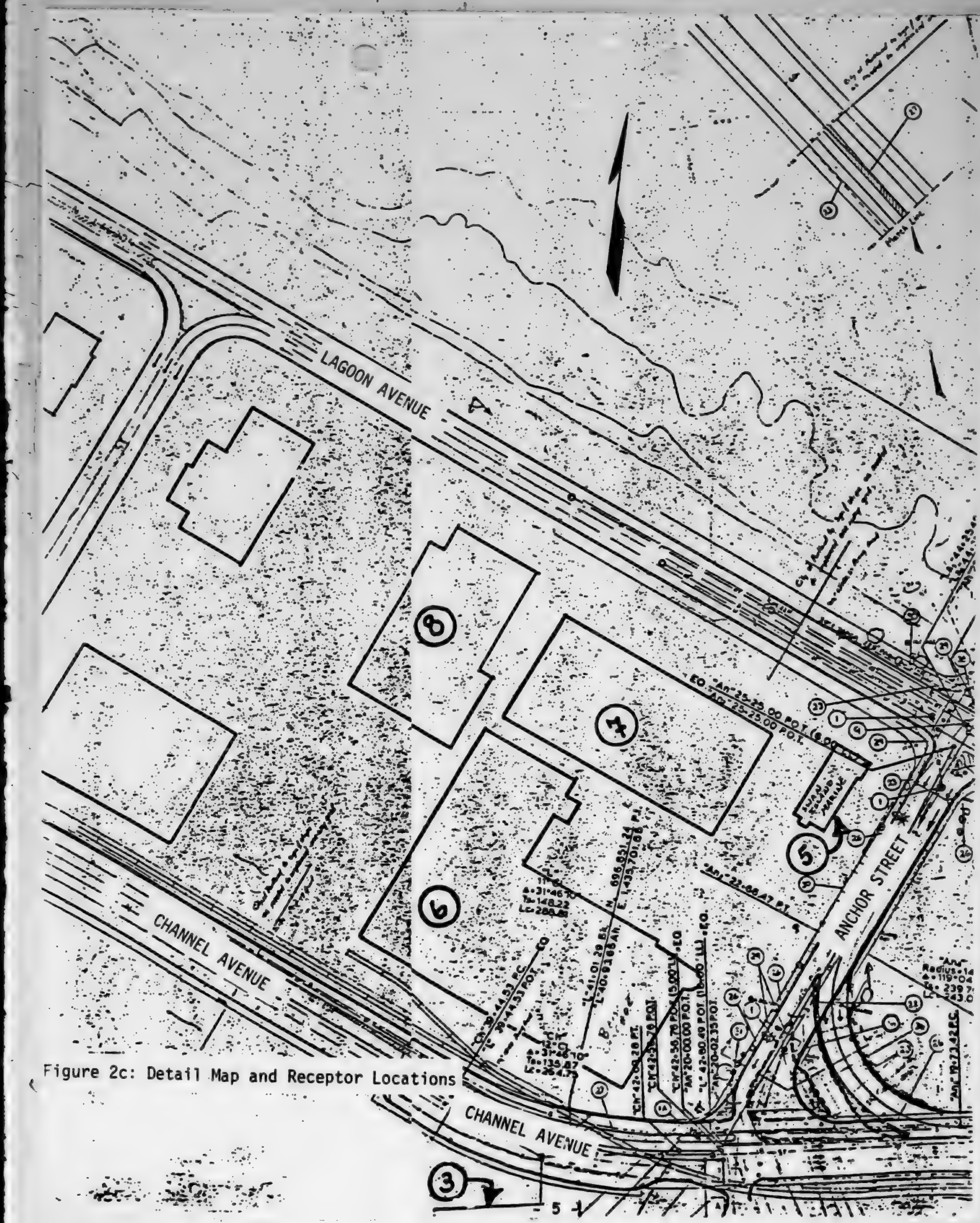


Figure 2b: Detail Map and Receptor Locations


LAGOON AVENUE
CHANNEL AVENUE
ANCHOR STREET
CHANNEL AVENUE
8
7
6
5
3
22
23
24
1
2
4
5
Mean Lower Low Water
Mean Higher High Water
Mean Lower Low Water
Mean Higher High Water
Mean Lower Low Water
Mean Higher High Water

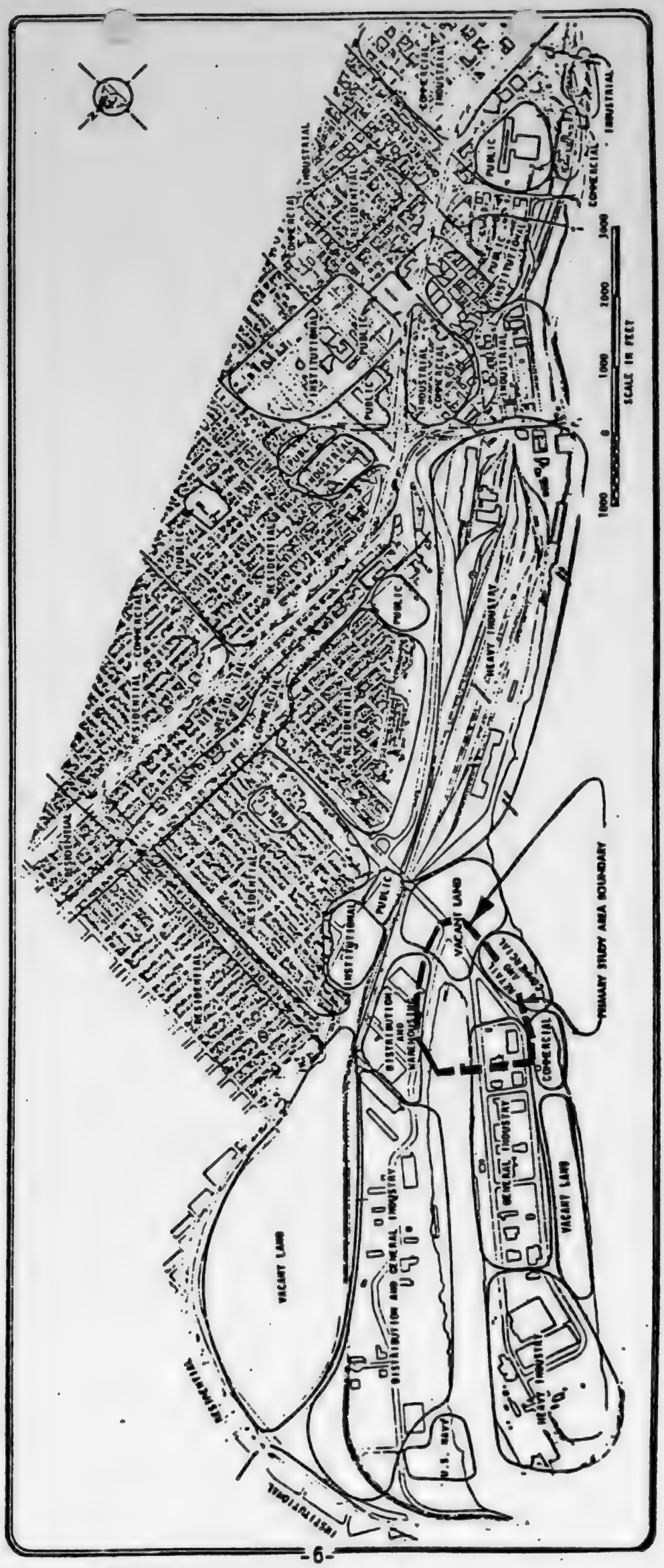


Figure 3

Land Use Map

TABLE 1: TRAFFIC PROJECTIONS

Section	Year	Average Weekday Volume (Veh/Day)	Truck Trucks	Truck Speed (MPH)	Peak Hour Volume (Veh/Hr)	Peak Hour Trucks MT	Peak Hour Trucks HT	Peak Hour Speed (MPH)	Peak Truck Hour Volume (Veh/Hr)	Peak Truck Hour Trucks MT	Peak Truck Hour Trucks HT	Peak Truck Hour Speed (MPH)
Basin Avenue- (Anchor-Going St.)	1976	14,300	3160	35	1,040	71	117	34	760	117	145	36
	1990	13,000	3650	34	1,310	82	135	30	960	135	167	35
	No-Build 1990 *Build	13,000	2530	36	2,080 (a.m.)	33	80	35	615	66	87	37
Lagoon Ave. (Ballast - Anchor)	1976	9,100	1150	33	1,405	40	45	30	480	70	62	33
	1990	10,000	1235	30	1,580	42	49	28	540	75	67	30
	No-Build *1990 Build	8,900	745	34	1,800 (a.m.)	14	6	32	390	39	37	35
Lagoon Ave. (Anchor - Channel)	1976	9,100	1150	33	1,405	40	45	30	480	70	62	33
	1990	10,300	1245	30	1,590	43	49	28	545	76	67	30
	No-Build *1990 Build	13,800	820	34	2,300 (a.m.)	13	8	32	550	48	40	35
Channel Ave. (Ballast - Anchor)	1976	4,100	380	35	625	5	28	34	190	28	26	35
	1990	5,800	430	34	880	6	31	33	270	34	31	34
	No-Build *1990 Build	8,900	745	34	2,000	35	71	33	420	66	53	34
Channel Ave. (Anchor - Lagoon)	1976	5,300	460	32	735	9	31	30	200	28	28	32
	1990	11,500	625	30	1,595	12	42	28	435	38	38	30
	No-Build *1990 Build	26,800	3350	35	4,300	60	116	32	1390	213	217	36
Channel Ave. (Lagoon - Basin)	1976	14,400	1570	32	2,010	49	68	30	670	98	87	32
	1990	21,800	1810	30	3,045	55	75	25	1010	113	100	33
	No-Build 1990 *Build	40,600	4170	33	5,300	132	213	28	1950	261	257	35

TABLE 1: TRAFFIC PROJECTIONS

Section	Year	Average Weekday Volume (Veh/Day)	Trucks	Truck Speed (MPH)	Peak Hour Volume (Veh/Hr)	Trucks MT	Trucks HT	Speed (MPH)	Peak Truck Hour Volume (Veh/Hr)	Trucks MT	Trucks HT	Speed (MPH)
Going St. (Basin St. & Eastward)	1976	26,700	4140	34	2,910	94	166	30	1,200	195	190	35
	1990	38,000	5000	32	4,120	123	217	28	1,570	233	227	33
	No-Build *1990 Build	53,200	6600	30	6,060	163	287	25	2,200	309	301	32
Anchor St. (Channel - Lagoon)	1976	1,000	90	20	120	2	4	18	55	4	5	20
	1990	1,200	100	20	150	2	5	18	70	5	5	20
	No-Build *1990 Build	18,400	2650	30	2,200	56	125	25	1,010	124	144	35
Anchor St. (Lagoon - Basin)	1976											
	1990											
	No-Build *1990 Build	13,000	2530	30	1,700	62	103	25	760	117	139	35

The peak hour traffic volumes are projected to have similar trends in terms of volume increases and decreases. On the average, traffic volumes are projected to double with the Build Alternative for this alternative. Traffic speeds are predicted to decrease in the future on: 1) Channel Avenue between Lagoon Avenue and Basin Avenue, 2) Going Street east of Basin Avenue and, 3) Channel Avenue between Ballast Street and Anchor Street. Traffic speeds along other sections are predicted to stay the same or increase. Under the No-Build Alternative are predicted to have average volume increases less than one and one-half over 1976 levels. Traffic speeds for this alternative are predicted to decrease through the year 1990.

Traffic volumes for the peak truck hour are projected to be higher for the Build Alternative than for the No-Build Alternative except for two road segments; 1) Basin Avenue between Anchor Streets. Trends in traffic speeds are predicted to be similar to the peak hour traffic speeds. Traffic speeds on Channel Avenue between Lagoon Avenue and Basin Avenue are predicted to increase rather than decrease. All other trends are the same for both alternatives.

TRAFFIC NOISE IMPACT CRITERIA

A noise standard governing the evaluation of traffic noise is provided by the Federal Highway Administration through the Federal Aid Highway Program Manual 7-7-3 directive. It contains two methods by which traffic noise impacts can be determined. These are discussed as follows:

A. Design Noise Levels - The directive has established design noise levels according to various types of land use (Figure 4). These design noise levels are based upon the L_{eq}. The L_{eq} level is a statistical descriptor that reflects an equivalent continuous sound level which would contain the same sound energy as time varying sound of the same duration. An L_{eq} is measured in decibels with an A-weighted frequency response. Decibels with the A-weighting (dbA) closely match the hearing characteristics of the human ear. Activity Categories B and B are of concern to the project since they apply to both commercial property and private residences.

   The design noise levels are compared with the worst traffic noise condition. Traffic noise projections are made with the FHWA highway noise prediction model. This model computes noise levels using traffic volumes, vehicle speeds, and the roadway-receptor geometry. Traffic noise impacts are determined when the projected noise levels exceed the design level for the land use activity category under consideration.

B. Noise Increase Criteria - The directive also requires that traffic noise impacts be based upon the existing noise levels. These noise levels are composed of all sounds present at a particular location. This includes all natural and man-made sounds. When predicted traffic noise levels exceed the existing levels of 10 dbA, traffic noise impacts are assumed to occur.

FIGURE 1: *DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS* 1/

Activity Category	Design Noise Levels - dBA 2/ $L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.
2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.
3/ Parks in Categories A and B include all such lands (public or private) which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.
4/ See Paragraphs 8c, d, and e for method of application.

Noise measurements are also used to calibrate and verify the highway noise prediction model. If the variables of the measured site are put into the model, and the prediction agrees with the measured noise level, then the model is assumed to be valid without any corrections.

TRAFFIC NOISE ANALYSIS AND IMPACTS

Traffic noise predictions were determined through the use of the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108. For purposes of the analysis, all receptor sites were assumed to be reflective (acoustically) and all roadways were considered flat and at-grade. No calibration of the model was made. Therefore, no adjustments were made to the model predictions. Figures 2a, b, and c show the receptors studied for possible impacts. Table 2 gives the traffic noise predictions.

The results of the noise analysis are summarized in Table 3. Two impacted receptors are currently predicted in the study area. These are receptors 1 and 2 (Figure 2a). Under the No-Build Alternative, these two are predicted to be the only impacted receptors in the year 1990. However, the Build Alternative is predicted to have six impacted receptors by the year 1990. See Table 3 and Figures 2a, b and c.

TRAFFIC NOISE MITIGATION

All feasible forms of mitigation must be considered when impacts are predicted. The Federal Aid Highway Program Manual 7-7-3 requires a thorough consideration of traffic management measures as a part of noise mitigation. These measures include "prohibition of certain vehicle types, time use restrictions, modified speed limits, exclusive lane designations, traffic control devices or combinations of such measures. These will be individually addressed below along with discussions on more typical noise mitigation measures.

Swan Island is basically an industrial park with commercial sections. The prohibiting or restricting heavy trucks on Swan Island was considered impractical since this would disrupt the flow of commerce which is vital to the businesses on the island.

Traffic speeds in the project area would have to be held to 25 miles an hour to have any noticeable effect on traffic noise. The proposed project has projected speeds between 30 and 45 miles per hour so that during peak traffic hours the level of service "C" speeds would be in the neighborhood of 25 to 30 miles per hour. Traffic speeds could be reduced to 25 miles per hour. However, the reduced speeds would result in increased vehicle queueing especially during peak traffic hours. This would in turn reduce the efficiency of the proposed system.

Exclusive lane designations would not be a feasible means of reducing traffic noise. In order to access every business, all vehicle classes must be able to exit from either side of the streets on Swan Island.

TABLE 2: Traffic Noise Predictions (L_{eq}, Peak Truck Hour Traffic)

Site	1976	1990 NB (2)	1990 B (3)
1	74	74	72
2	74	74	72
3	66	67	75
4	68	68	73
5	66	66	72
6	63	64	72
7	66	66	69
8	67	67	66

(1) See Figures 2a, b and c for Receptor Locations

(2) 1990 - No Build Alternative

(3) 1990 - Build Alternative

Table 3: SUMMARY OF TRAFFIC NOISE IMPACTS

Year	Alternative	Number of Impacts
1976		2
1990	No Build	2
1990	Build	6

Exclusive bus lanes have been provided for in the proposed project. These have been provided to maintain safe and efficient transit service on the island.

Traffic control devices are provided for in the proposed project. However, these devices are kept to a minimum due to the one-way traffic flow and the proposed "free-turn" lanes. Altering those traffic control devices already proposed in order to reduce traffic noise could possibly reduce the efficiency in traffic flow, a major concern of this project. Therefore, this mitigation was not studied further.

Noise barriers could reduce traffic related noise to levels below the federal design noise levels. However, a barrier would interfere with the advertising of the impacted businesses. Also, an effective barrier would have a minimum of opening for access. This would reduce the number of accesses to the impacted businesses. For these reasons, a noise barrier was not considered as a practical means of reducing the traffic noise.

Since mitigation of noise is not deemed practical by any of the methods currently available, no noise mitigation is recommended.

CONSTRUCTION NOISE IMPACTS

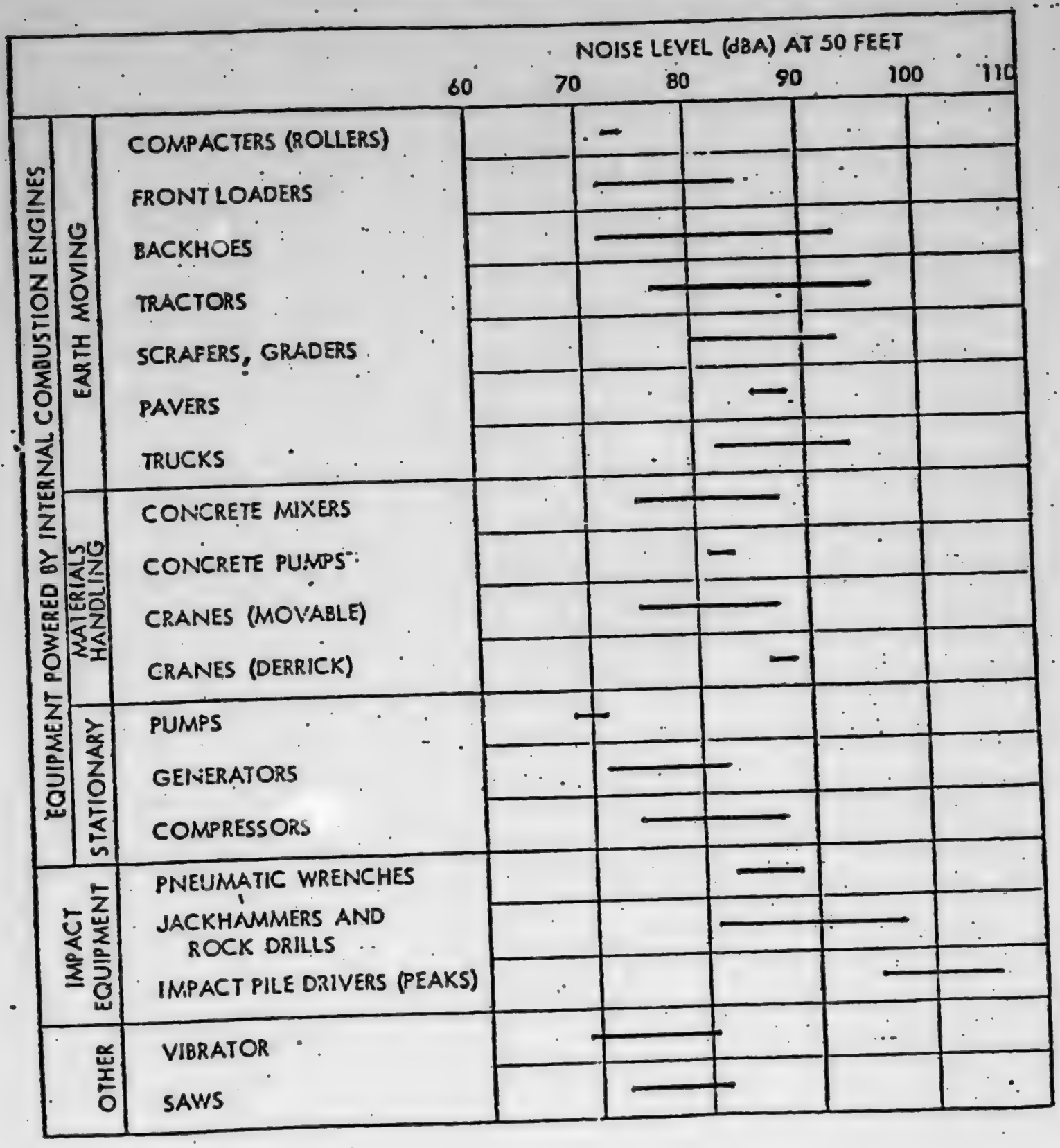
Areas adjacent to the project will be subjected to noise from construction equipment. Figure 5 shows typical ranges of noise levels for various pieces of equipment at a distance of 50 feet. As can be seen from the figure, any receptors adjacent to the work area will be exposed to high noise levels during construction. Even though these noises are temporary, they can be quite annoying. To minimize this construction noise certain constraints will be imposed. City of Portland Ordinance No. 141882, Title 18, establishes sound level standards for construction related noise. These standards will be included as part of the project specifications. The ordinance prohibits operation of construction equipment that exceeds sound levels of 85 dBA when measured at 50 feet. This standard does not apply to trucks, pile drivers, pavement breakers, scrapers, concrete saws, and rock drills. Also, time constraints on construction activities exceeding 70 dBA at any lot line separating the source from the receiver will be imposed. Time constraints will be from 6:00 p.m. to 7:00 a.m., on weekdays, and from 6:00 p.m. Saturday to 7:00 a.m. the following Monday, and during all legal holidays. These constraints will apply to all construction activities except by variance or for reasons of emergency.

All equipment used in construction activities shall have sound control devices no less effective than those provided on the original equipment, and no equipment shall have an unmuffled exhaust. All construction equipment will comply with pertinent standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

Figure 5

Construction Equipment Noise Ranges



1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noisy construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

LAND CONSERVATION AND DEVELOPMENT COMMISSION STATEWIDE PLANNING GOALS AND GUIDELINES

The air, water and land resources quality goal is to maintain and improve the quality of the air, water and land resources of the state. "Waste and process discharges" shall not threaten to violate applicable state or federal environmental quality statutes. Since there is only one applicable federal or state noise directive (FHWA FHPM 7-7-3), and the project has been developed in accordance with this directive; the project is consistent with the LCDC goals.

SUMMARY

The noise analysis predicts four more impacts by the year 1990 with the Build Alternative when compared to the No-Build Alternative. This is due to the higher traffic volumes and speeds predicted for the Build Alternative. Noise mitigation is not recommended other than typical construction noise mitigation. This noise report has been carried out in accordance with the LCDC goals.

LOCAL COORDINATION AND NOTIFICATION

A copy of this report will be sent to the City of Portland, the Port of Portland and Tri-Met. Future land use planning, zoning ordinances and building permit approvals should take cognizance of the noise levels which are predicted, so as to eliminate or minimize future noise conflicts. Figure 6 provides a map showing where the L_{eq} 72 dBA contour is predicted.

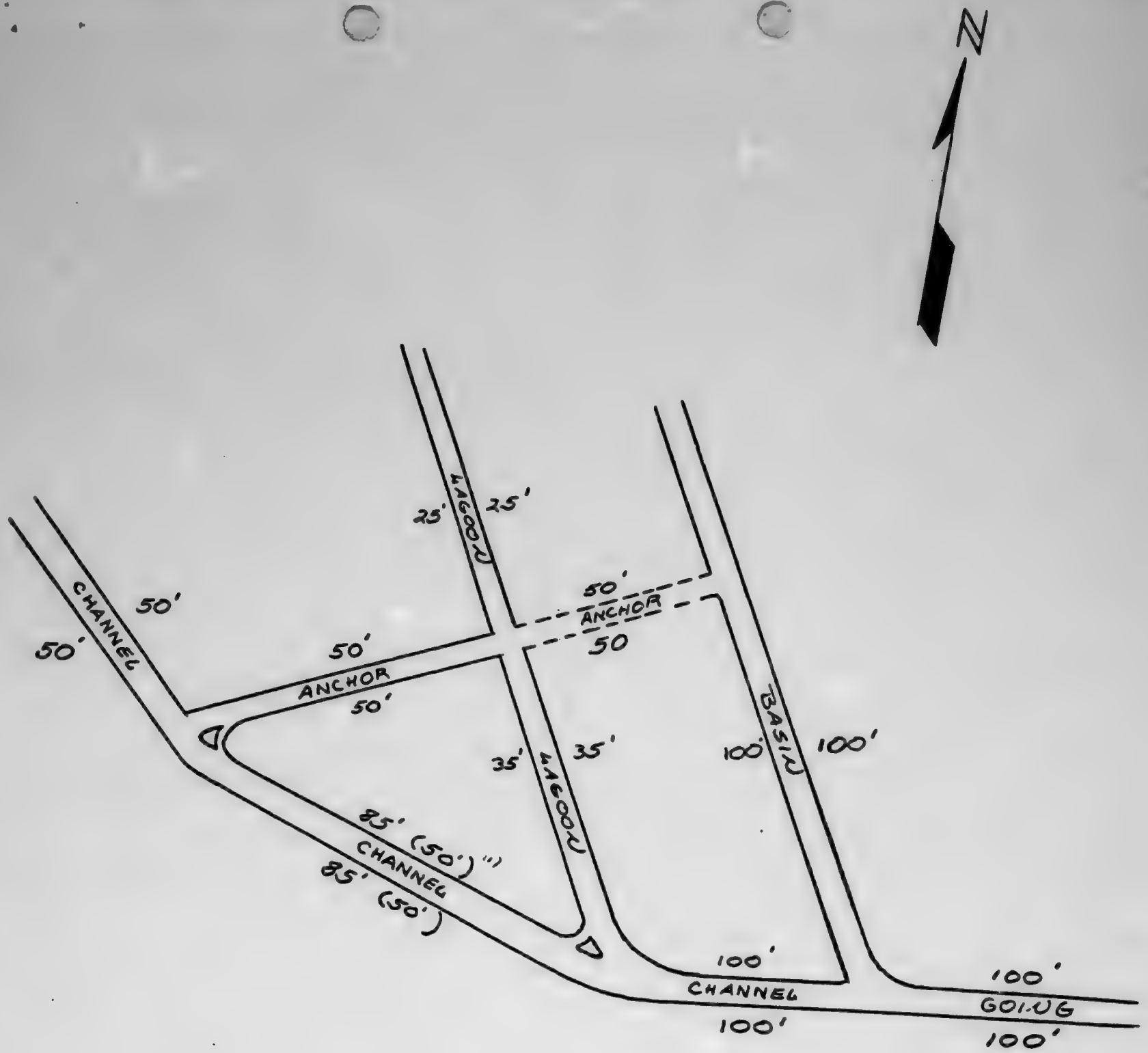


Figure 6: L_{eq} 72 dBA Contour Distances

(Measured From The Centerline of Roadway)

(1) Distances appearing in parntheses are for the No Build Alternative when different from the Build Alternative.

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: D. N. Stoudenmeyer
Acting Final Design Supervisor

DATE: April 30, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
N. Basin Avenue/N. Going Street Sect.
FAU 9930 and 9926
Multnomah County

Attached are two prints of the approved sign study plans for the above-named project.

L. E. George
Traffic Engineer

ELS:er

Attachments

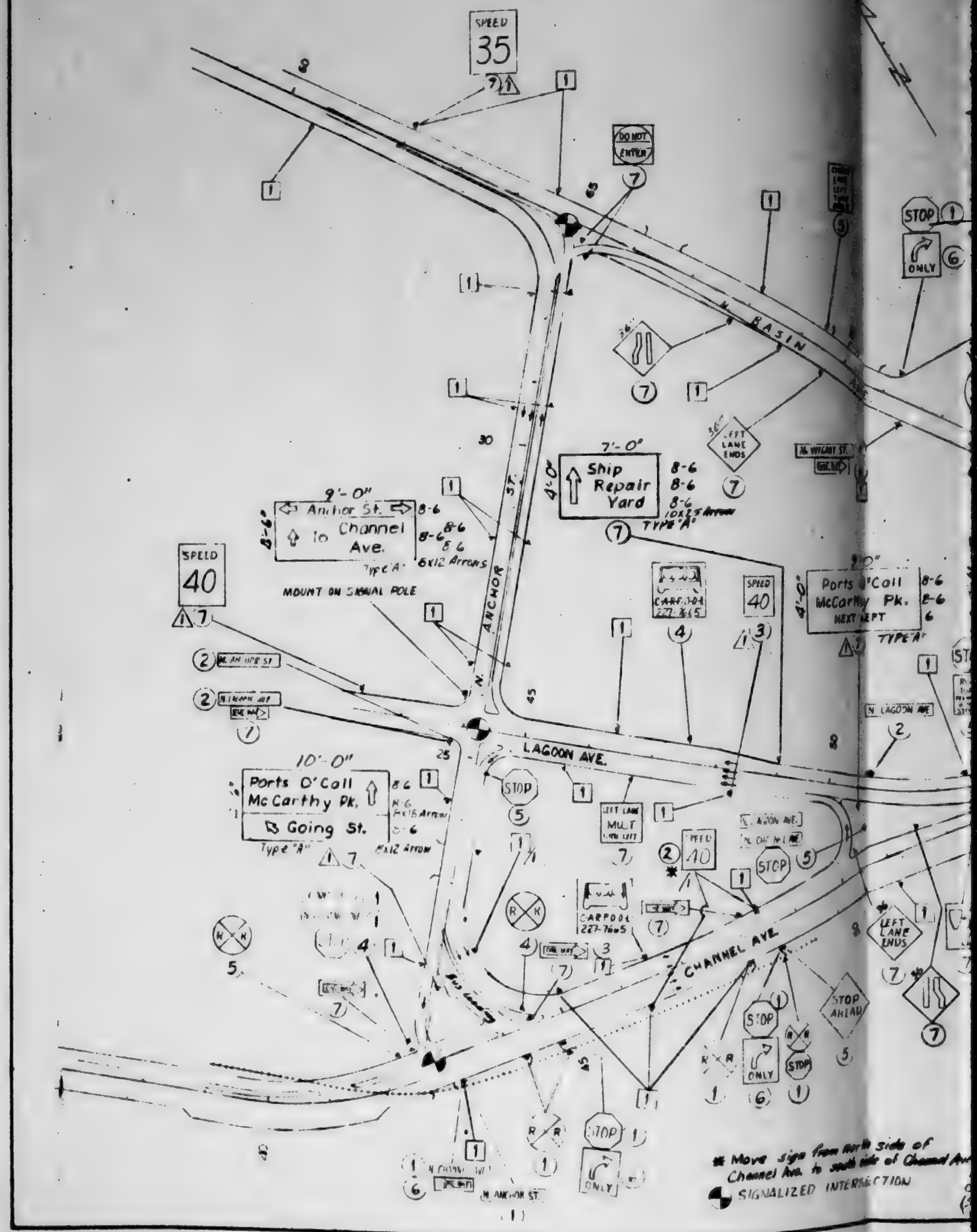
cc with attachment: R. N. Bothman
E. L. Hardt
M. D. Payne
F. T. Lacey

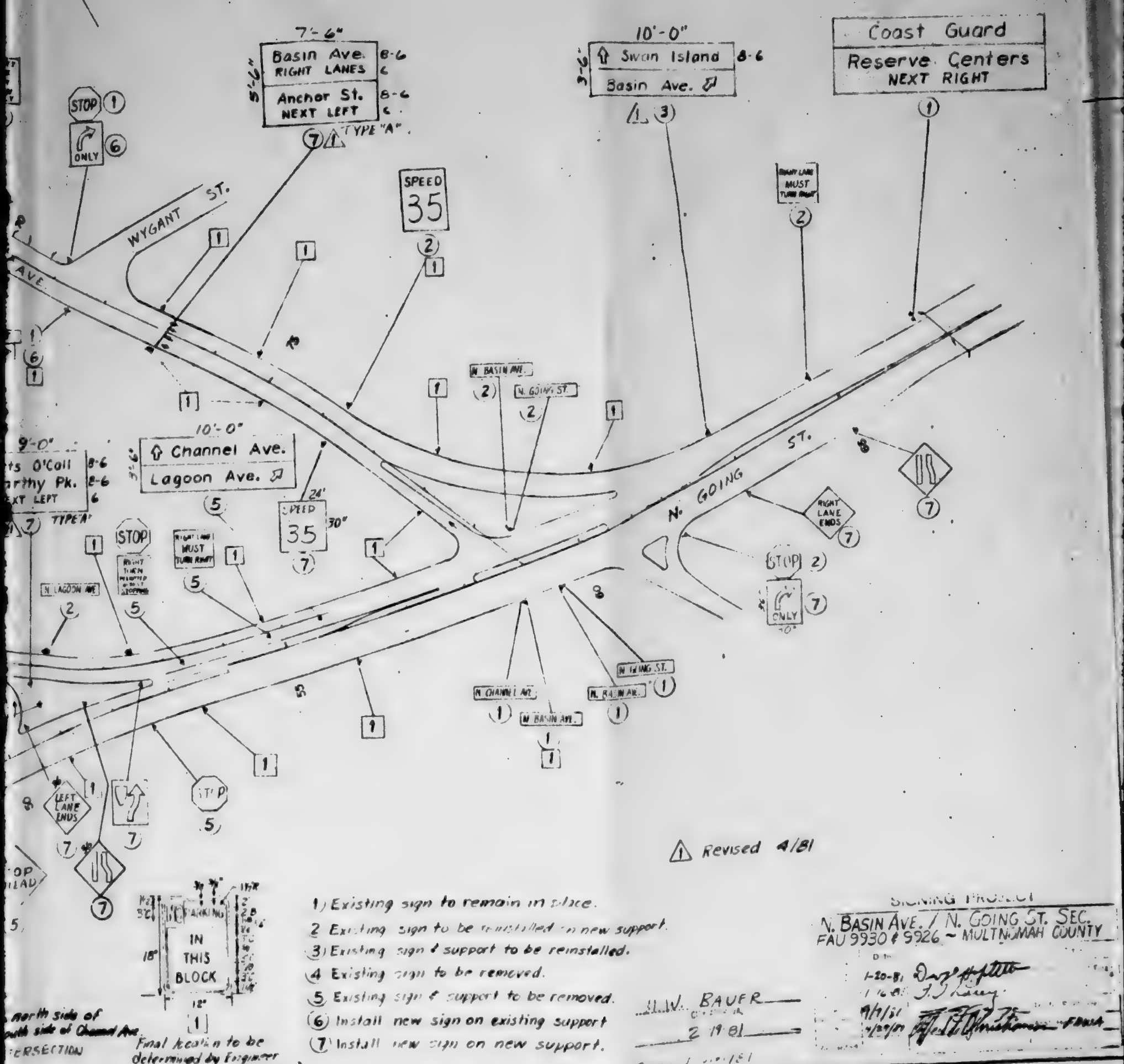
Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 1 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Accept by Beard


SPEED 35
DO NOT ENTER
STOP
ONLY
BASIN
LEFT LANE ENDS
7'-0"
Ship Repair Yard
8-6
8-6
8-6
10X25 Arrow
TYPE "A"
9'-0"
Anchor St.
to Channel Ave.
8-6
8-6
8-6
8X12 Arrows
Type "A"
MOUNT ON SIGNAL POLE
SPEED 40
ANCHOR ST.
CARPOOL 227-7605
Ports O'Call McCarthy Pk.
NEXT LEFT
TYPE "A"
LAGOON AVE.
10'-0"
Ports O'Call
McCarthy Pk.
Going St.
8-6
8-6
8X12 Arrow
Type "A"
MULT
CHANNEL AVE.
STOP AHEAD
* Move sign from north side of Channel Ave. to south side of Channel Ave.
SIGNALIZED INTERSECTION



⚠1 Revised 4/81

1) Existing sign to remain in place.
2 Existing sign to be reinstalled on new support.
3) Existing sign & support to be reinstalled.
4 Existing sign to be removed.
5 Existing sign & support to be removed.
6 Install new sign on existing support
7 Install new sign on new support.

SIGNING PROJECT
N. BASIN AVE. / N. GOING ST. SEC.
FAU 9930 & 9926 ~ MULTNOMAH COUNTY

M.W. BAUER
2 19 81
Revised 4/81

1-20-81
1/16/81
9/1/81
4/29/81

9380

April 7, 1981

K. D. Limbocker
Metro Design Engineer

W. E. Cole
Design Engineer Supervisor

N. Basin Ave.-N. Going St.
FAU 9930 & 9926
Multnomah County

Enclosed please find 10 sets of preliminary plans (as revised) on the subject project. The Temporary Protection and Direction of Traffic, Permanent Signing, and Traffic Signal Plans are not included.

These plans are for your use in obtaining approval from the City of Portland, the Port of Portland and Tri-Met.

The following design features still have not been resolved and have been pending for several months.

1. Location, type and width of driveways.

2. Authorization for additional bus shelters ("Ba" 63+70 Rt. and "An" 32+50 Rt.). Sheet 2A.

3. The driveway to railroad property ("L" 60+00 - 62+00 Rt.). We do not have directions or sketch showing what the City proposes at this location (Sheet 4A).

WEC:ab
cc: R. N. Bothman
R. H. Whitby

9380

Files

ROW 18-2

March 13, 1981

L. James Bergmann
General Solicitor
Union Pacific Railroad Co.
Law Dept.
PO Box 4265
Portland, OR 97208

N. Basin Ave.-N. GoingSt. Section
Multnomah County
R/W File 51619
ODOT Agreement No. RR-799

RAILROAD COMPANIES
FILE No. 799

Dear Jim:

Attached is Union Pacific Railroad Company's copy of the fully-executed Permit of Entry relating to the subject project. Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.

bc: J. B. Boyd - w/copy
J. L. Sollis
C. T. Keasey
Robert Gormsen - our original
D. E. Swan - w/copy
Lou Grothaus -w/copy
Robert Bothman - w/copy
Ed Hardt -w/copy

noted in book, 4-8-81 dmc,

9380

Portland

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trau
Wakerlig

RECEIVED
FEB 19 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

February 5, 1981

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attention: Jack M. Cartwright, Utility Engineer

Subject: Preliminary Plans, N. Basin Ave.-N. Going Street Section

Gentlemen:

We have reviewed the preliminary plans which you transmitted to us on January 15, 1981. We have the following recommendations:

1. A drawing showing the profile of the 42" CSP and 42" CMP storm sewers needs to be added. The technical notes for the 42" CMP should be included with this as on sheet 1 of 3 of the City of Portland plans.

2. It should be shown and noted on your plans that a 21" CSP and temporary 21" CMP now connect to the storm sewer manhole at N. Lagoon and N. Anchor Streets. These will have to be removed or properly filled and abandoned when the new 36" CSP is connected to the manhole. This is shown on sheet 2 of 3 of the City of Portland drawings.

When these items have been added and the plans are ready for bidding we again request a copy of the plans for review. We appreciate your cooperation in this matter.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Very truly yours,

R. G. Sunnarborg, P.E.
Principal Engineer

DTM:es
cc: Dave Hill, Bureau of Street & Structural Engineering
Don Fantz, Oregon Department of Transportation

NOTED
J. M. CARTWRIGHT

RECEIVED
FEB 23 1981
BR & UTILITY UNIT

cc: Lyle Watson 2-18-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9926(6)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: E. J. Valach, Acting Division Admin.
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90294

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Aug to D 2-10-81

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/5/81	FAU 9926	City Street

GENERAL LOCATION:

Basin Avenue - Going Street Interchange Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/20/81 you are authorized to proceed with the actual acquisition of file #51619 at a TEC of $5,550 Federal Funds $4,717. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/5/81	[signature]	for Acting Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

9380

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2-3-81

Highway # 726
Prefix 326-1978

Attention: Right-of-Way Section

Subject: Federal Aid Project No. _____
Project Name N. Basin Ave./N. Going St.
City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 3rd day of February, 1981

City of Portland

David J. Vargas
State Highway Coordinator

Certified By:

Regional Right-of-Way Supervisor
Date 2/9/81

9380

Portland

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: January 23, 1981

File No: 326-1978

TO: L. E. George
Traffic Engineer
Attn: Bill Zirbes
Signal Engineer

FROM: J. D. McClure
Project Development Engineer

SUBJECT: Intersection of Basin and Anchor Streets
N. Basin Avenue/N. Going Street Project
Multnomah County

We have reviewed the proposed signalization design for the subject interchange without the raised islands. Our review was in conjunction with the City of Portland traffic engineering staff. Through the coordination work of Don Fantz, and Mike Bauer of the city, a new span wire/strain pole design with the raised islands has been developed. This design requires no strain poles in the islands, only pedestal mounted signals, which, I understand, is acceptable to FHWA. We recommend proceeding with the modified design, with raised islands and the 125-foot turning radius as originally proposed for the intersection.

Attached are memos from Don Fantz, and Mike Bauer of the city, supporting the modified design with the raised islands.

JDM:PE
Attachment

xc: Don Adams
Duane Christensen
Tom Schwab
Don Fantz

REFERRED TO
Beard, Stoudenmayer, Cole, Mann, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
JAN 23 1981
ROAD DESIGN SECTION

Do Not File ☐
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Bring / /
Action

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: January 20, 1981

File No: 326-1978

TO: James D. McClure
Project Development Engineer

FROM: Donald E. Fantz
Project Coordinator

SUBJECT: Basin Avenue/Going Street Interchange

I have reviewed the proposed signalization for the Anchor Street/ Basin Avenue intersection with the city. As the attached letter shows, the city supports the use of raised islands and the larger radius turning movement. I understand that pedestal mounted signals would be allowed in the raised islands but strain poles would not. After a discussion with Mike Bauer of the City of Portland Traffic Bureau, I sketched two treatments of the intersection that meet this criteria. Both treatments allow the pedestrian crossing preferred by the city and maintain the raised islands and the 125 foot turning radius from Basin Avenue to Anchor Street. Both treatments have span wire lengths approaching 100 feet.

Tom Schwab has reviewed the proposal and is agreeable with the city's position.

DEF:PE
Attachment

THE CITY OF
PORTLAND
OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

January 13, 1981

MEMORANDUM

TO: L. David Hill
Streets and Structural Engineering

FROM: Michael W. Bauer
Bureau of Traffic Engineering

SUBJECT: Basin/Going Project
Intersection Basin and Anchor

This Bureau has reviewed the latest two proposals for the above intersection: 1) fully signalized intersection with raised islands, and 2) fully signalized intersection with "flush" painted islands only.

After review, we feel the plan with the raised island would be the better solution for this intersection. This recommendation is based on the following reasons:

1) While in many cases raised islands can be an accident problem, it is felt in this case the raised islands are necessary to clearly indicate the required turns from Basin Ave. to Anchor St. The islands will be marked, and additional arrow signs can be mounted on the medians to very clearly indicate the turn maneuvers required. We feel the raised islands will more clearly indicate the turns thn just pavement markings, which get worn and are more difficult to see at night and during rainy weather.

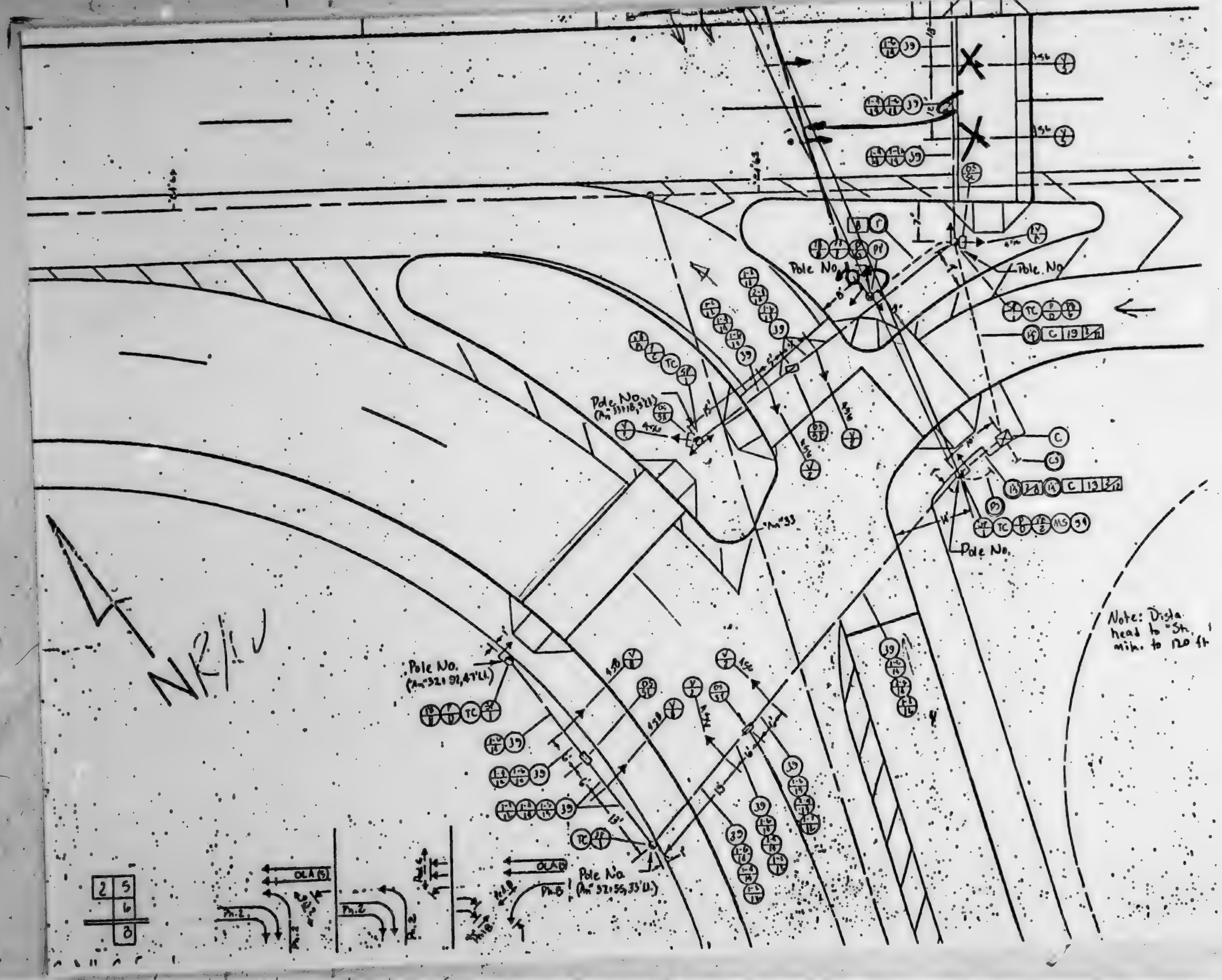
2) The proposed islands are large. This provides substantial room for pedestrians waiting to cross the streets, and shields the signal poles required in the islands. The nearest pole is approximately 10 ft. away from a travel lane.

3) In an attempt to reduce pedestrian crossing distance, the scheme with painted islands only has a much shorter radius for the turn from southbound Basin Avenue to westbound Anchor Street. The plan showing the raised islands can utilize a much larger radius, and therefore makes this turn much easier and safer to negotiate.

4) The plan with the raised islands causes less interruption of traffic flow because it only requires 3 phases for all movements, while the plan with painted islands requires 4 phases to allow all movements.

We do recommend a slight modification to the raised island plan. It is recommended that the span wires be located to the north so that northbound Basin Avenue traffic would see the signal when stopped at the crosswalk. (See attached sketch.)

MWB:jjp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Ph.1
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Note: Dista
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N. Basin Ave

N. Anchor St.

Approved Sketch: Concept for Modified design

[signature]

Jan 23

Dwg. deleted

Dwg. deleted

N. Basin Ave

N. Anchor St.

Approved Sketch: Concept for Modified Design

Jan 25

Note
Distance from
40' min 121

9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6

January 20, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9926(6)
Basin Ave.-Going St. Interchange Section
Multnomah County

I hereby request authorization to proceed with the actual acquisition of file 51619 which is included in the subject project. The property to be acquired consists of a permanent slope easement from the O.W.R.&N. Railroad Company as outlined in red on the enclosed sketch map and will not require an increase in total cost or federal funds as currently under project agreement.

CL:bke
Enc.

cc: F. Lowe
R. Trygstad
General Files

Form 734-3122

938

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: January 14, 1981

File No: 326-1978

TO: Bob Whitby
Road Design Section

FROM: Don Fantz
Don Fantz
Project Coordinator

SUBJECT: Basin/Going, Anchor Street Fill

This memo is to document our previous discussion by phone. Gene St. Clair, Metro Right-of-Way Section, met with the State Land Board in December of 1980. They discussed the disposition of the excess fill material (surcharge). Gene has indicated to me that the excess material may be deposited on State Land Board land either above or below elevation 18.3 without acquiring additional right-of-way. He also indicated that it could be placed on State Land Board land within the limits of the original fill permit without further permits being acquired.

This State Land Board position would allow an apparently economic approach of disposing of the excess material on the up river fill slope and eliminating the guard rail.

DEF:PE

xc: D. R. Adams
J. D. McClure
G. St. Clair

Vorstoeg
Anderson
Christensen
Olsen
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 15 1981
ROAD DESIGN SECTION

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Bring Up
Action

9350

L?

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.: ROW 18-2

December 19, 1980

Mr. Dave Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

North Channel Ave.
City of Portland
Crossing No. 2AD-3.17-C

Dear Dave:

Attached is an original and seven copies of the Application of the Department of Transportation on behalf of the City of Portland in the above subject matter.

We have had some difficulty in determining exactly what should be done at this crossing as a result of this project. As a result, we have a very short time frame to process the PUC Application. The project is currently scheduled for an April, 1981 Bid Letting. I would certainly appreciate your early attention to this matter and expeditious handling.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.
cc: H. S. Coulter
R. N. Bothman
Ed Hardt
C. T. Keasey
D. E. Swan
Jack Sollis

RECEIVED
STATE HWY ENGR
DEC 22'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

PUC Docket No. SXF _____

PUC Crossing No. 2AD-3.17-C

DOT-AAR Crossing No. 807 921 S

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The Oregon Department of Transportation, Highway Division in behalf of the City of Portland (name of applicant)

for the authority, pursuant to ORS 763. 030 (020/030/040), to alter (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing of N. Channel Avenue (name of street or highway) and Port of Portland (name of railroad company) (name of railroad main or branch line or other trackage) in (in/near) Portland (name of city/town/rail station), Multnomah (name of county) County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

[ ] State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $_____

[X] Federal-Aid Highway System funds.*
Interstate Transfer Funds 85%-State, 15%-City of Portland

[ ] Other Federal Funds.*

[ ] None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) __X__ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
—or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Dept. of Transp., Highway Div. in behalf of the City of Portland

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763.030
(020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 2AD-3.17-C

b. City Portland

c. Nearest railroad station Portland

d. County Multnomah

e. The proposed project is to be in the SE 1/4 of the NE 1/4 of Section 20, Township 1 North, Range 1 East, W. M.

4. a. Name of public highway involved in this project:

N. Channel Ave.

b. Name of public authority with jurisdiction over this highway:

City of Portland

5. Name of railroad involved in this project: UPRR Kenton Line (UPRR operates over Port of Portland tracks)
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. City of Portland-ATT: Cowles Mallory, City Engr.; 621 SW Alder; Portland, OR 97204

b. Union Pacific Railroad Co.; PO Box 8979; Portland, OR 97208

c. Portland General Electric Co.; 121 SW Salmon St.; Portland, OR 97204

d. Port of Portland-ATT: Carl V. Jonasson; PO Box 3529; Portland, OR 97208

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? NO
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
N. Channel Ave. will become one-way eastbound. Traffic signals will be installed at N. Anchor St. and N. Channel St. Intersection. Signals will have train phase activated by key. "STOP HERE ON RED" Signs will be installed for use during railroad preemption.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? yes (yes/no)

b. If yes, why? For the safety and convenience of the general public.

9. Is the crossing involved (to be) a separated crossing? NO (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11[illegible], 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? NO (yes/no)

If no, why not? Not economically feasible.

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

The alignment will remain the same. Traffic flow will change from two-way to one-way. All traffic will move from West to East.

(2) *Width—The highway is 77 feet wide at the crossing at present; after completion of the project, it will be 77 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At present—	After completion—
Shoulder** of _____ feet	Shoulder of 0 feet
_____ lane(s) at _____ ft. ea.	1 lane(s) at 15 ft. ea. (Bus Lane)
Median of _____ feet	Median of 9 feet
_____ lane(s) at _____ ft. ea.	3 lane(s) at 14 ft. ea.
Shoulder of _____ feet	Shoulder of 12 feet

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	77	77
Type of surface of traveled way:		
on approaches	AC	AC
at crossing	AC	AC
Type of surface on shoulders;	AC	AC
Condition of surface:		
on approaches	Good	Good
at crossing	Good	Good
Is highway curbed on the approaches?	Yes	Yes
Is there one or more sidewalks at this crossing?	No	No

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

N/A

(4) Gradient, going toward crossing on—	At present:	After completion:
W (N or E) approach	± 0 %	± 0 %
E (S or W) approach	± 0 %	± 0 %

(5) Nearest public roadway intersection on each approach—

(a) E (N or E) approach: 150 ft; ADT _____

(b) W (S or W) approach: 850 ft; ADT _____

Name of road or highway:

(a) N. Anchor Street

(b) N. Ballast St.

Public authority with jurisdiction over road or highway:

(a) City of Portland

(b) City of Portland

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) Yes (yes/no); (b) NO (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

At Anchor St.; Signals will have train phase activated by key. "STOP HERE ON RED" Sign will be installed for use during railroad preemption.

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

Existing - Advance warning sign & pavement markings

Future - Same as existing, adjusted for one-way traffic..

b. Are all the devices to remain up to current standards? yes

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	1	1

Name of each track from E (N or E) to W (S or W):

Spur

(2) Angle of intersection-- 25 ° 25 °

If more than one track-highway angle exists, please give details below, track by track:

N/A

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

Railroad tracks will ramin the same.

11:b. (Continued)

	At present:	After completion:
(4) Nearest switch—		
E (N or E) of crossing:	1,000 ft.	1,000 ft.
W (S or W) of crossing:	400 ft.	400 ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 1,750 ; After completion _____;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on E (N or E) approach:	45 mph	35 mph
on W (S or W) approach:	45 mph	35 mph
At crossing:	45 mph	35 mph
Posted speed limit on approaches:	45 mph	35 mph
(3) Direction of traffic flow:	E & W (N & S, etc.)	E-bound only

b. The Railroad

(1) Train movements— (avg. per day)

	At present:	Expected after completion:
Freight trains:	0	0
Switching movements:	2	2
Passenger trains:	0	0

(2) Speed of trains—

Maximum allowable:	15 mph	15 mph
Typical:	5 mph	5 mph
Slowest Normal:	2 mph	2 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
N/A (N or E) approach:	_____ ft. to right; _____ ft. to left
W (S or W) approach:	400 ft. to right; 100 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

N/A (N or E) approach: _____ ft. to right; _____ ft. to left

W (S or W) approach: 470 ft. to right; 100 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

No Change

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

NO (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? NO (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

"STOP HERE ON RED" Sign will be in median. Second sign will be out of the parking area.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: "STOP HERE ON RED" Sign

Number of such devices: 3 ; To be located as follows: 2 in Median at Station 40+55;
1 behind curb on right at Station 41+85.

(1) Who will perform the installation: ODOT under contract.

(2) Estimated cost of installation: $ part of signal project ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	85
City of Portland	15

(4) Who will maintain these devices? City of Portland

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Portland	100

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: Traffic Signal

Number of such devices 1; To be located as follows: at intersection of N. Channel Ave. and N. Anchor St. Railroad will have red-green signal operated by key.

(1) Who will perform the installation? ODOT by contract

(2) Estimated cost of installation: $ 80,000

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	85
City of Portland	15

(4) Who will maintain these devices? City of Portland (for exception, see Item 42)

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Portland	100%

c. Protection type: N/A

Number of such devices: _____; To be located as follows: _____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $ _____

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 3B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Nothing to be done.

Estimated cost of this portion: $_____

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: _____

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Port of Portland

b. Remainder of crossing area: City of Portland

19. Who will pay for said mainten[illegible]?

a. Between the rails and for a distance of two feet outside thereof:

Port of Portland

b. Remainder of crossing area: City of Portland

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track—constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks—island circuits.)

off-on key

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

N/A (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? NO (yes/no)

If yes, list and explain: _____

If no, explain why not: All required for movement of traffic.

42. Other items of construction and cost distribution:

Port of Portland will supply railroad signal heads and key actuation equipment and will maintain and pay for maintenance on same including the poles they are mounted on.

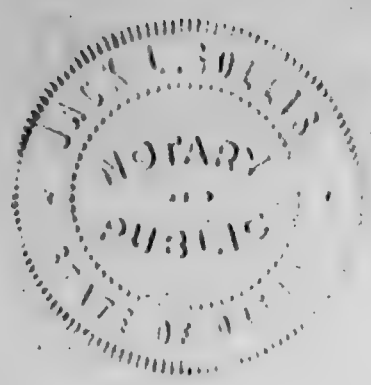
* * * *

I, H. S. Coulter, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

X H. S. Coulter

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 9th day of December, 1982.



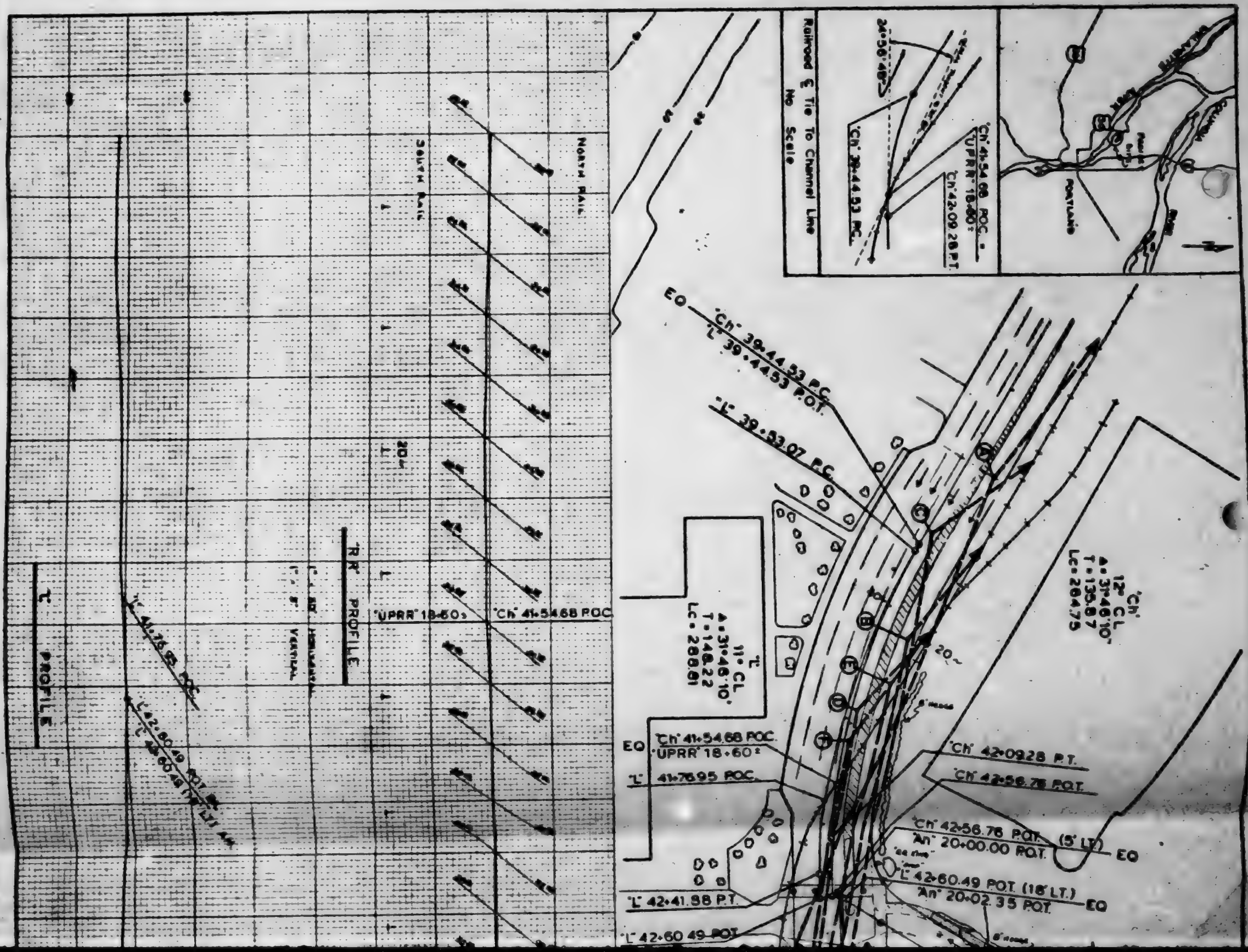
Jacqueline A. Lacasse
(Notary Public for Oregon)

My Commission Expires: 12-18-82

AUGUST 1990

N CHANNEL AVE. at N. ANCHOR ST.

UPRR CROSSING



T.1N., R.1E., W.M.

SIGHTING TABLE

POINT	Distance Along Hwy. from Crossing to Point.	Greatest Distance from Crossing RR. Engine can be at Sighting.	
	Easterly	Westerly	Easterly
(A)	210'	100'	470'
(B)	50'	100'	850'
(C)	210'	100'	720'
(D)	50'	100'	Unlimited
(E)	18'	100'	460'
(F)	18'	100'	400'

N. ANCHOR ST.

"An" 22+66.47 P.I.

"An"
Radius = 141.00 CR
Δ = 119°04'52"
T = 239.76
Lc = 243.08

"An" 19+73.42 P.C.

1" = 50'

N. CHANNEL AVE.

15

30

NORTH RAIL

SOUTH RAIL

15"
1

EXIST'G CURB

BUS ONLY

PAINTED MEDIAN

VAR. 10'-11'

VARIABLE

TRAVEL LANE

TRAVEL LANE

TRAVEL LANE

PARKING

EXIST'G CURB

TYPICAL SECTION

10' HORIZONTAL

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP & PROFILE

U.P.R.R. CO. X-ING at

N. CHANNEL AVE. at N. ANCHOR ST.

BASIN AVE-GOING ST. INTERCHANGE

MULTNOMAH CO.
E.J. DUNN, RES. ENG.

PREFIX: 328-1978
AUGUST 1980

Scale: As Shown

DRG. No. 98-18-10

P.U.C. MAP & PROFILE U.P.R.R. CO. X-ING N. BASIN AVE. - N. GOING ST.

SCALE: 1" = 20'

P.U.C. 98-18-10

N. ANCHOR ST.

N. ANCHOR ST.

Bus Lane

Pole No. 3

Pole No. 2

Pole No. 4

See Detector Plan

Bus Lane

N. CHANNEL

Pole No. 5

Pole No. 7

See Detector Plan

RR

Pole No. 8

Pole No. 9

Pole No. 1

35'

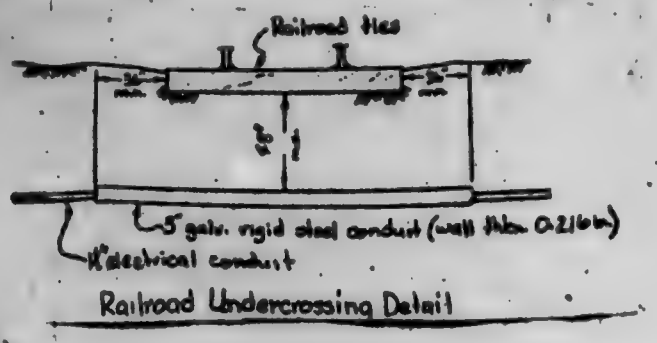
Phase 2

Phase 3

Normal Phase R

OLA: Ph 2+6

OLB: Ph 2+3

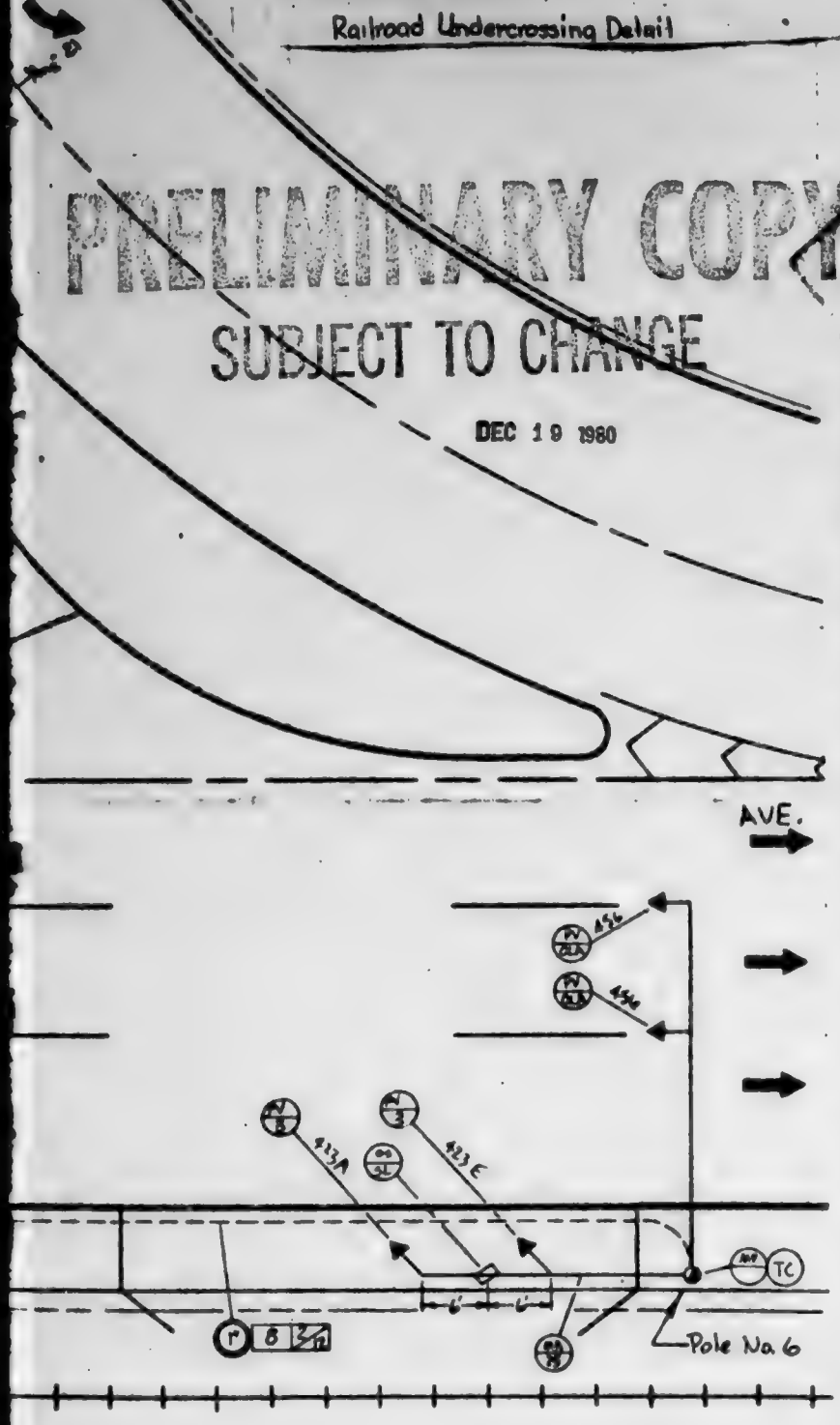


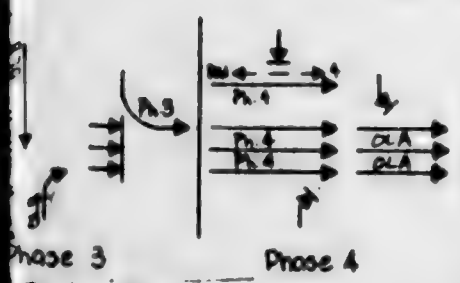
Railroad Undercrossing Detail

SIGNAL PLAN
N. ANCHOR ST. AT N. CHANNEL AVE.

Scale 0 10 20 40 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE
DEC 19 1980





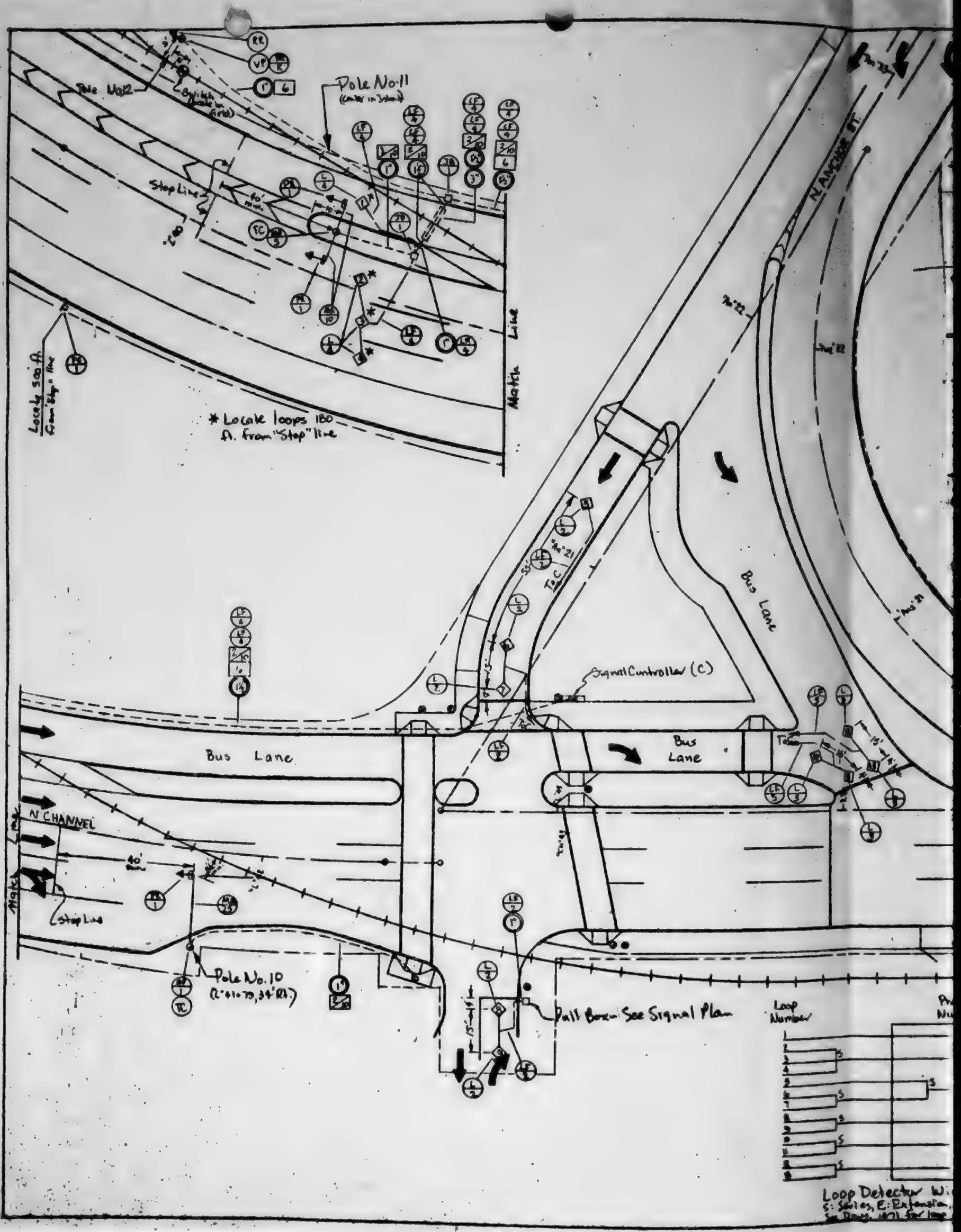
Phase Rotation

—LEGEND—

- (KR) Install railroad signal (furnished by others)
- (KP) Install three-way key operated switch (furnished by others)
- (S) Install (S) inch electrical conduit
- (PS) Install 2" conduit stub for power service (service conductors by others)
- (CS) Install 2" conduit stub (cab ends)
- (N) Install (N) No. 19 type THWN wires
- (N-G) Install (N) No. (G) type TW wires
- (C) Install one No. 8 type THWN wire (signal system common)
- (X-N-G) Install (X)-(N) wire No. (G) control cables
- (39) Install 3/8" galv. steel messenger cable
- (6A) Install service cabinet with 30 amp circuit breaker
- (PS) Install 120 volt meter base
- (C) Install model 170 controller in model 332 cabinet
- (TC) Install terminal cabinet
- (PP) Install pedestrian signal pedestal with frangible base
- (VP) Install vehicle signal pedestal with transformer base
- (SP-T) Install type (T) standard strain pole
- (MA-T) Install type (T) standard traffic signal mast arm pole
- (MA-L) Install (L) ft. traffic signal mast arm
- (V-Ph) Install phase (Ph) vehicle signal
- (PP-T) Install type (T) modified pedestrian signal
- (PB-Ph) Install phase (Ph) pedestrian pushbutton with instruction sign
- (JB) Install 12"x10"x6" galv. cast iron pull box with gasketed cover
- (F-Ph) Install phase (Ph) 1soP feeder wires
- (OW) Install interior illuminated left arrow "Only" sign
- (OR) Install interior illuminated right arrow "Only" sign
- (OS) Install interior illuminated through arrow "Only" sign

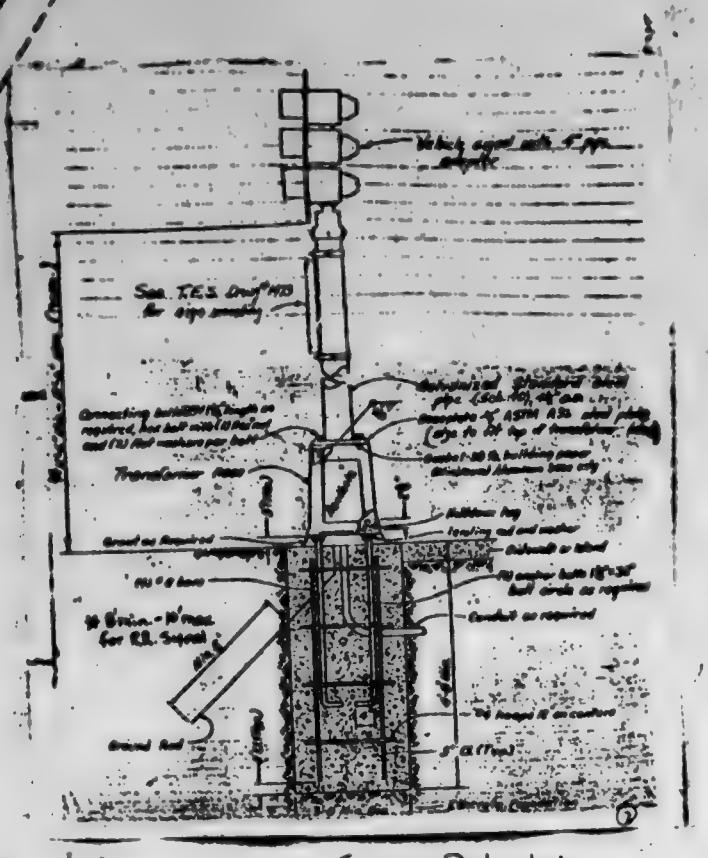
- S = Size shown
- X = Number shown
- N = Number of conductors shown
- G = AWG size shown
  - E Elevator Plumb.ace
  - A Standard Plumb.ace

- T = Type shown
- L = Length shown
- Ph = Phase shown
- 4-23 = 12"R, 8" Y, 8"G
- 456 = 12"R, 12"Y, 12"G


Pole No.11
(center median)
Pole No.12
Switch Loops in (rd)
Stop Line
40' min.
180'
Match Line
Locate 50 ft from "Stop" line
* Locate loops 180 ft. from "Stop" line
N ANCHOR ST
Bus Lane
Signal Controller (C)
Bus Lane
Bus Lane
N CHANNEL
Stop Line
Pole No. 10
(2'+11.75, 34' Rt.)
Pull Box - See Signal Plan
Loop Number
Loop Detector Wi
S: Series, E: Extension
See Plans #21 for Loop

DETECTOR PLAN
N ANCHOR ST. AT N. CHANNEL AVE.

Scale 0 20 40 80 Feet



Vehicle Signal Pedestal
(no scale)

AVE

Phase Number | Function

Phase Number	Function
4	E, CT
4	E, CT
2	E, CT
2	E, CT, DL
3	E, CT, DL
3	E, CT, DL

Center all loops in travel lanes.

Controller Cabinet

Detector Wiring Diagram
E: Extension, CT: Count, DL: Delay
...ail for loop detector details

LEGEND

- [N] Install (N) No. 14 type THWN wires
- (S") Install (S) inch electrical conduit
- [N/G] Install (N) No. (G) type TW wires
- (TC) Install terminal cabinet
- (Mast Arm / T) Install type (T) standard traffic signal mast arm pole
- (Mast Arm / S) Install special (double arm) traffic signal mast arm pole
- (Mast Arm / L) Install (L) ft. traffic signal mast arm
- (JB / S) Install 12"x10"x6" galv. cast iron pull box with gasketed cover
- (Ped / T) Install "Stop Here On Red Light" ... t time restriction sign with single 12 inch red signal head ... d" sign (...7-3-9A)
- (Ped / T) Install post mounted "Signal ... d" sign (...7-3-9A)
- (Det / Ph) Install phase (Ph) vehicle detector loop
- (Det / Ph) Install phase (Ph) loop feeder wires
- (Key / S) Install three-way key operated switch (furnished by others)
- (VP) Install vehicle signal pedestal with tra... former base
- (RR) Install rail road signal (furnished by others)

S = Size shown
N = Number shown
T = Type shown
G = AWG size shown
L = Length shown
Ph = Phase shown

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SUBJECT TO CHANGE

DEC 19 1980

Bus Lane

Bus Lane

Bus Lane

Bus Lane

N CHANNEL

RAIL ROAD PRE-EMPTION

N. ANCHOR ST. AT N. CHANNEL AVE.

Scale 0 20 40 80 Feet

Head No.	Indication							
OLA	G	G	Y	R	R	G	G	G
OLB	G	G	G	G	Y	R	R	R
Ph.3	R	R	R	G	Y	R	R	R
Ph.4	R	R	R	R	R	G	G	Y
RR	R	R	R	R	R	R	R	R
Ped 2	W	FDW	DW	DW	DW	DW	DW	DW
Ped 4	DW	DW	DW	DW	DW	W	FDW	DW
PTR	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Normal Operation

Return to Normal Operation

Pre-empt Sequence

OLA	Y	R	R	R
OLB	Y	R	R	R
Ph.3	R	R	R	G
Ph.4	R	FY	Y	R
RR	R	R	R	G
Ped 2	DW	DW	DW	DW
Ped 4	DW	DW	DW	DW
PTR	On	On	On	On

R	R	R	R
Y	R	R	R
R	R	R	G
R	FY	Y	R
R	R	R	G
DW	DW	DW	DW
DW	DW	DW	DW
On	On	On	On

R	R	R	R
Y	R	R	R
Y	R	R	G
R	FY	Y	R
R	R	R	G
DW	DW	DW	DW
DW	DW	DW	DW
On	On	On	On

Y	R	R	R
R	R	R	R
R	R	R	G
Y	FY	Y	R
R	R	R	G
DW	DW	DW	DW
DW	DW	DW	DW
On	On	On	On

Y	R	R	
R	R	R	
R	R	G	
FY	Y	R	
R	R	G	
DW	DW	DW	
DW	DW	DW	
On	On	On	

PRELIMINARY COPY

SUBJECT TO CHANGE

DEC 19 1980

9380

STATE OF OREGON

AGR
INTEROFFICE MEMO

TO: Louis Grothaus
Metro R/W Supervisor
Attn: Gene St. Clair

DATE: October 23, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

CLA 7412

SUBJECT: AGR 172
N. Basin Ave.-Pac. Hwy. -
N. Going Street
City of Portland

Attached are two copies of the subject agreement (original) to be transmitted to Mr. Yerkovich, and a copy for your files.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c

9380

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: October 7, 1980

Portland

TO: The File

File No: 326-1978

FROM: D. E. Fantz
Project Coordinator

SUBJECT: Basin Avenue/Going Street Interchange Project

A meeting was held in the ODOT Metro large conference room on October 2, 1980 to resolve some outstanding issues created by the new surface design for the project, and to discuss specifics of landscape treatment. In attendance were Larry Matheny, Assistant Location/Resident Engineer; Bob Whitby, final design unit; Mike Lucker, landscape design unit; Dave Hill, City of Portland; John MacGregor, Port of Portland; Bob Corbett, Port of Portland landscape designer.

The new surface overlay design requires four inches of AC overlay in areas that were not reconstructed in 1974. This amounts to most of the project. Substandard curb exposure generally exists through the project area. Questions created by the overlay design are: replacement of curb as part of the project; treatment of existing driveways; and additional drainage adjustments. A section of inadvertently omitted sidewalk along Basin Avenue was also discussed in conjunction with driveways.

The city agreed that the additional 3,400 feet of concrete curb replacement necessitated by the overlay design should be included in the project. Additional inlets not detailed for adjustment, that are associated with the curb replacement and overlay, will now have to be adjusted. The driveways discussed were mainly located along Basin Avenue in the area of the new overlay. Some of these open into undeveloped parcels of land or open onto the traffic island area created by the new Anchor Street extension and serve a common parking area, making replacement unnecessary. Bob Whitby asked us to inventory the driveways that have to be replaced, indicating driveway width, and the type of surfacing that adjoins it from the private property side. He also asked that we indicate any complications in grade lines leading to the driveway approach. After it is determined which driveways should be replaced, the location resident field crew will collect the necessary data for the inventory and forward it to the final design section. There will be a need to initiate the standard request to match driveway approaches on private property at the proper time.

REFERRED TO

Board, Cole W.E.G., Eriksen, Hager, Return, Stoudenmeyer, Mann, Watson, Dorn, Leu, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakering

RECEIVED
OCT 09 1980
ROAD DESIGN SECTION

Do Not File, Return To, Routing, Action

The City of Portland and Port of Portland had requested pedestrian traffic continuity along the east side of Basin Avenue, prior to the survey being submitted to Salem. The sidewalk should be extended to the next driveway or street corner north of the curb replacement.

Pedestrian continuity at the intersection of Anchor Street and Channel Avenue was also discussed. Freightliner Corporate headquarters has a plaza area developed with landscaping adjacent to the roadway curb. The sidewalk connection from the pedestrian signal landing to the building plaza area preferred by the city and Port is along the north side of the parking lot entrance road. An alternative to this is a longer distance along the roadway curb north to an existing bus pull-out area. This alternative would be in conflict with some well-established trees. Either option would place the sidewalk on Port property. The question of how to fund construction of these walks without acquiring right-of-way was posed. Conference with Cliff Christianson of FHWA indicated that the sidewalk could be built on the Port of Portland's property if justification would support that it was for public use leading to a public facility. The preferred walk location would also serve as a direct access to a public park, which is part of the Willamette Greenway project that lies on the river side of the Freightliner Corporate headquarters. Cliff Christianson suggests that with this justification the sidewalk should be built as part of the project on the Port of Portland's property under a construction permit situation or a short term easement.

In the same intersection, with the curbs being replaced because of the overlay, there is additional opportunity to reinforce the city's policy of delineating private roadway access from public roadway. The city and the Port prefer that the driveway leading into the parking lot road be constructed with curb returns. Dave Hill will supply a city standard drawing indicating the treatment of a concrete driveway apron with curb return treatment to be used at this location. To accommodate the eight foot sidewalk along the parking lot access road, without conflict with the Freightliner Corporate headquarters sign, it will be necessary to relocate the parking lot road curb slightly into an existing pull-out area. A sketch of the preferred treatment is attached.

The final design section had a question concerning the location and configuration of the bus shelter on the transfer site island. I will seek from Tri-Met a standard drawing showing the connection of multiple bus shelters as indicated in their sketch proposal. Without specific standard drawings to include in the contract for multiple shelters we will revert to using our existing standard for single or double shelters.

Bob Whitby also asked if riprap was included in the project. Apparently the quantities sent to Salem include riprap for the new fill slope but the construction notes on the detail plans omit it. Between the first submission, where the Anchor Street fill was placed by machine on 1.5:1 slopes with riprap facing included; and the second survey submission, where the fill was to be placed with dredge material on flatter slopes, there seems to be a loss in justification for riprap. The question was posed to the Port of Portland whether the activity in the vicinity of the fill would create wash on the fill face. Since the meeting, discussions with Carl Jonasson of the Port of Portland indicate that tug activity in the vicinity while dumping private dredge spoils would create wash on the face of the slope. The Port of Portland suggests that riprap be placed on the face of the machine-placed fill down to a point where it keys into a flatter dredge-placed slope. This is recommended for the down river, north face of the Anchor Street fill during the first few months of contract prior to the high water season for next year. Surcharge material is now scheduled to be discarded to the south face of the fill. They suggest that the south face of the fill be seeded and mulched after the dispersement of the surcharge material to combat erosion.

There was some discussion on locating a disposal site for concrete rubble within or near the project in an effort to save project costs. The city has indicated the availability of a disposal site approximately two miles south of the project. There is also the opportunity to dispose of broken concrete rubble in an area adjacent to the new Anchor Street fill. If this is considered, the Port of Portland would like to specify certain guidelines. Our standard specs cover the size and dispersement of concrete rubble in a manner that approximately meets the Port's concerns. One stipulation they would make would be to the elevation to which the rubble could be placed.

Throughout the project area there are approximately 40 well-established trees that will be affected by the construction. A substantial amount of these trees are moveable and worth saving. Major questions centered around options to pay for the moving of the trees. The Port of Portland was also concerned with the timeliness of the movement of the trees. There is not adequate right-of-way remaining within the project boundaries to relocate all of the trees being affected by the project. There is a public park area on Swan Island that could accept the trees. From discussions with Cliff Christianson since the meeting, it appears that removal and transportation of the trees could be a participating part of the project, but he felt that planting the trees off the project limits should be non-participating. He suggests that non-participating monies be set up in the PS&E program to re-plant the trees. The Port of Portland and the final design landscape engineer will work together to determine which trees are suitable for relocation and which ones can be re-established within the project limits.

The Port of Portland had submitted some conceptual drawings for landscape treatment through the City of Portland to ODOT. These drawings deal with landscape schemes that correspond to the Port's on-going maintenance program. The Port has assumed the responsibility of landscape maintenance on Swan Island. The Port of Portland and the final design landscape engineer will determine what type of plant material will be included in the design. The Port has asked consideration of landscaping in areas between the back of sidewalk or curb and property lines, which are in excess of three feet wide. Their landscape treatment calls for trees at specific spacings along these strips.

Treatment of the transfer site island was specifically addressed. Some kind of paving surface is preferred to make maintenance easier. Exposed aggregate with redwood headers was discussed, also Bowmanite treatment was discussed. The conclusion was that the island opposite the exclusive bus lane should be given the same treatment as the island with the planted areas. It was agreed to include street furniture. The City of Portland will make available their standard drawings for the street furniture.

The Port has also asked to have a conduit installed under the new roadway for a future lighted sign within the landscape area. They will submit a sketch showing the preferred location of the conduit under the roadway to be included in the landscape plans for installation as part of the project.

DEF:PE
Attachment

xc: Attendees
D. R. Adams
J. D. McClure
E. J. Dunn

DECORATIVE LIGHTS

FLAG POLE

PARKING SIGN

~ LAWN ~

42 ~

ST

24"

W. VAL

F. HYC

10"

S

POLE

ST

TC 342
FL 25.4

24"

R.R.

W. VALVE

S

* FREIGHTLINER CORPORATE HEADQUARTERS

EXISTING CURB

NEW CURB

15"

S

L 42+41.88 P.T.

L 42+60.49 P.O.T.

43 ~

STREET SIGN

N

~LAWN~

42~

10"

ST.

POLE

TC 34.2
FL 25.8

Ø 24

W. VALVES

R.R.

* FREIGHTLINER CORPORATE HEADQUARTERS *

EXISTING CURB

NEW CURB

TC 34.2
FL 24

15"

L 42+41.88 P.T.

L' 42+60.49 P.O.T.

43~

STREET SIGN

N.

15"

24"

9380

September 3, 1980

ACC

City of Portland
621 S.W. Alder
Portland, Oregon 97205

Attn: David Vargas
Highway Coordinator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the Right-of-Way acquisition phase on the Basin Avenue - Going Street Interchange Section. Financial sharing is as follows:

Total Estimated Cost	$194,000
Federal Funds (85%)	164,900
City Share (15%)	$ 29,100

City's Advance Deposit = $29,100

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

GEZ:pf

bcc w/AD #808: Jon Rose, Metro
V. E. Skoog - Please return completed AU # 808 when advance deposit is received.
Lou Grothaus, Metro Right-of-Way Superviser

N

9380

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-2-80

FEDERAL AID PROJECT NO.: IX-9926(6)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90294

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG.
SEP 10 '80
REFER TO
Washington
FOR

9-10 ONE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9/2/80	FAU 9926	City Street

GENERAL LOCATION:

Basin Avenue - Going Street Interchange Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION • ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swna's letter of 8/27/80 you are now authorized to proceed with the actual acquisition of Right of Way Files 51531 and 51532 as shown on R/W map 9B-18-4 at a TEC of $194,000 Federal funds $164,900. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/2/80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-885

9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

August 27, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90294
Project No. IX-9926(6)
Basin Ave.-Going St. Interchange Section
Multnomah County

Enclosed is project data consisting of PR-1 forms, sketch maps and right of way map No. 9B-18-4 for the subject project.

I request the following:

1) Financing for the project utilizing Interstate Substitution General Funds. Approval of this request will involve an estimated total cost of $194,000 with an obligation of $164,900 in federal funds.

2) Authorization to proceed with the actual acquisition of the right of way all phases as outlined in red on right of way map 9B-18-4. No relocation assistance is involved.

This request is based on the September 11, 1979 letter to you from Mr. F.B. Klaboe, Director of the Dept. of Transportation.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bke
Enc.

cc: M. Klotz (Metro)
J. Boyd
F. Lowe
G. Zehner

9-2-80
R/W Acquisition
by state - Need
Adv. Dep. Done 9-3

Form 734-1

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

8-27-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): City St., N. Going Street (Portland) 21 68

ADT — PRESENT: 26,700 — FUTURE: --- (66) — YEAR: -- (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right of Way Acquistion 28 62 — NATL. FOREST (63)(68) — FM. ROUTE NO. (69)(88) — SUPV AGCY (89) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(78) — PROJECT NUMBER: PREFIX LETTER(S) IX- (14 23) — NUMBER 9926 (7)

CARD — CLASS OF FEDERAL FUNDS: Interstate Substitutions General Fund — COUNTY NAME: Multnomah

NAME OF URBAN AREA (17-31): Portland — ROUTE NO. U — FEDERAL-AID 9926 (32) — STATE City St. (36)(37) — U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
	(14-15)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
1												
5					PE							
5					ROW		"Basin Ave.-Going St. Interchange Section"	0.42	194,000	164,900 (I-80N)	---	29,100 (Ci
5					CONST (CODE)							
							PROJECT TOTALS	0.42	194,000	164,900	---	29,100 (C

(16) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY: C.L.

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 10-18-78, 10-04-79

REMARKS: Additional Data see items M
Projects M-IX-9926(1) & IX-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-27-80

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., N. Going Street (Portland)	ADT	26,700	---	--	10	Oregon	41	823	90294

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
uistion								IX-	9926	(6)		

Interstate Substitutions General Fund

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: 9926 — STATE: City St. — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Basin Ave.-Going St. Interchange Section"	0.42	194,000	164,900 (I-80N)	---	29,100 (City)	ROW-80' normal; Access Control-Partia Parking Restrictions- complete.
NST								
C.L. PROJECT TOTALS			0.42	194,000	164,900	---	29,100 (City)	

OVAL DATES
10-18-78
10-04-79

REMARKS
Additional Data see items M87 & 90294;
Projects M-IX-9926(1) & IX-9926(4).

-over-

USCOMM DUSCOMM-DC 48905-P6

BASIN AVE.-GOING ST. INTERCHANGE SECTION
PROJECT NO. IX-9926(6)

Project Data: Work under this project consists of right of way acquisition all phases for future construction to revise the Going St.-Basin Ave. interchange.

FHPM 7-7-2 Requirements: Final EIS approval and forwarded to EPA on June 29, 1979.

FHPM 7-7-5 Requirements:

a) Public Hearings ---------- Held on March 15, 1978
b) Location/Design ---------- Approval granted by adoption of the Final EIS.

Note: 1) This project is in Congressional District No. 3.
2) No relocation assistance involved.

9380

Portland

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: August 25, 1980

File No: 326-1978

TO: Robert Whitby
Final Design

FROM: Don Fantz
Don Fantz
Project Coordinator

SUBJECT: Basin Avenue-Going Street Interchange

Attached is a memo of a meeting that indicates the city's preference for concrete surfacing in the bus stop area. After rough estimates showed concrete surfacing about 20% more expensive, the city still preferred concrete because of lower maintenance. Also attached is City Standard Plan No. 127-B for treatment of bus turnouts.

DEF:hw

Attachments

cc: E.J. Dunn

REFERRED TO
Beard Stoudenmeyer
Cole WEG Mann
Eriksen Watson
Heger Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Send Br. Sec. a Copy of letter.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Troute
Wakering

RECEIVED
AUG 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___
Action

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: February 13, 1980

File No: 326-1978 (100)

TO: The File

FROM: Donald E. Fantz
Project Coordinator

SUBJECT: Basin Avenue/Going Street Interchange
City Requested Design Changes

Jim McClure and I met with Steve Dotterrer and Dave Hill, City of Portland, to discuss outstanding problems with the Basin Avenue/Going Street design. The six issues outlined in my memo attached, were discussed thoroughly. A position was taken on each one and will be documented in a letter to be received in the near future.

1. The extra lane along Going Street between Basin Avenue and Lagoon Avenue should be designed in the project. The Port of Portland has agreed to dedicate the land.
2. The pedestrian undercrossing should not be included in the project. This will also reduce the amount of additional preliminary engineering costs required in that there are no structures involved in the project.
3. We should include an eight-foot continuous walk along the north side of Going between Basin Avenue and Lagoon Avenue to replace the one being destroyed by construction.
4. Dave Hill has informed Tri-Met that he will request that we proceed with a ten-foot walk along the east side of Lagoon Avenue at the bus stop area and detail standard shelters at the approximate locations shown in the Tri-Met sketch "A" of the letter dated January 18, 1980.
5. There should be no provisions for a crosswalk at the north end of the bus transfer site island at this time.
6. The City prefers we design the bus transfer site island with no sidewalk along the crescent-shaped portion on the east side. They prefer a GM type rail be placed along this crescent-shaped island to discourage pedestrian crossing and protect the bus lane.

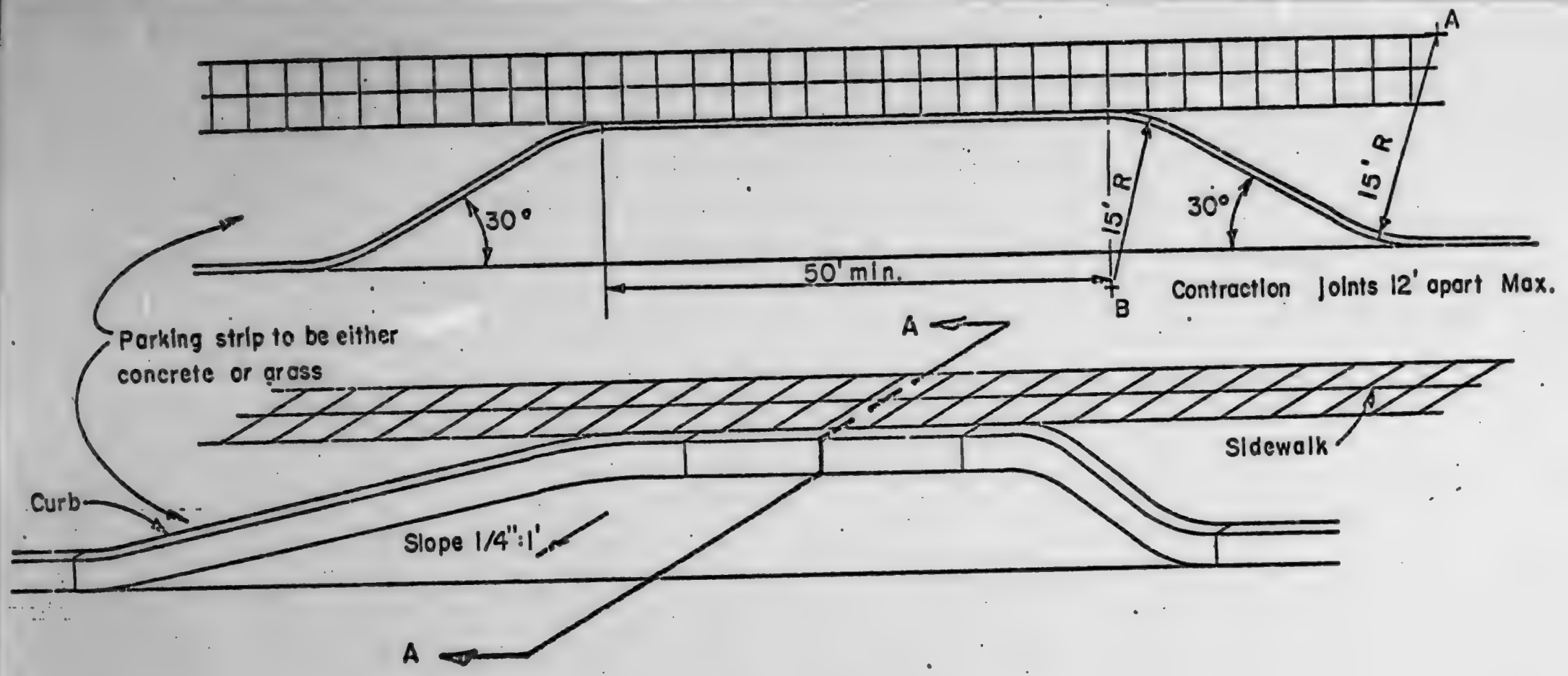
We will need to design a color delineation at the bus entrance. A concrete ribbon across the entrance to the bus lanes is preferred as a minimum, and if the cost is comparable to asphalt surfacing, they prefer the total bus lanes through the island be concrete surfacing. They also request somewhat less curb exposure (4" to 5" exposure) on the interior of the island.

Dave Hill will forward a letter covering these decisions with documentation of the Port of Portland's commitment to dedicate the right-of-way for the lane widening. This memo should give direction enough for the designer in E.J.'s office to continue.

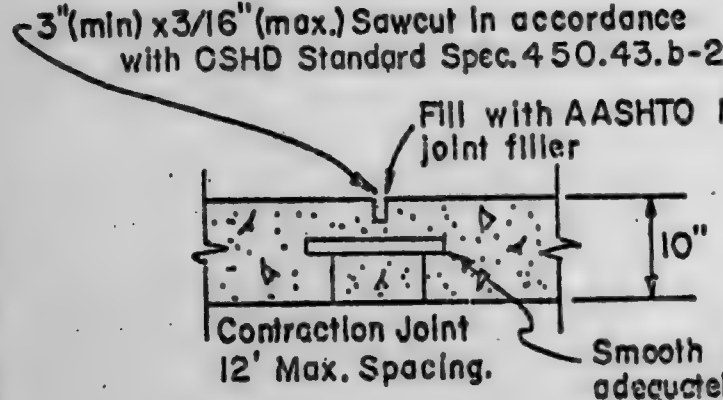
Attachment

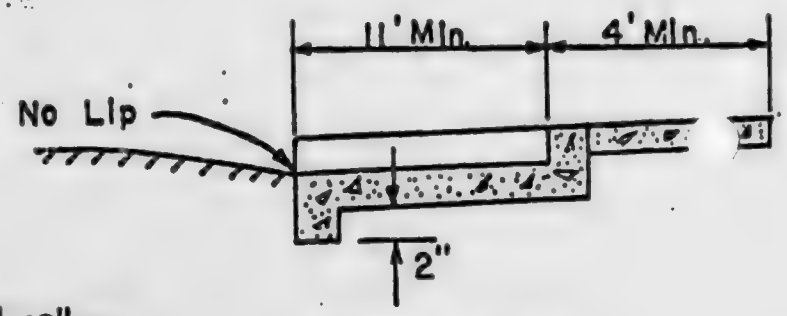
DEF:PE

cc: M. J. Klotz, J. D. McClure, E. J. Dunn



All radii to be 15' min.


3"(min) x3/16"(max.) Sawcut in accordance with OSHD Standard Spec. 450.43.b-2.
Fill with AASHTO M173 joint filler
10"
Contraction Joint 12' Max. Spacing.
Smooth Dowel Bars 1"ø x 18" 12"o.c. adequately supported with bar chairs & tied to insure parallel horizontal & planar vertical alignment.



SECTION A-A

NOTE:

Turnout to be constructed of 4500 p.s.i., 2" to 4" slump concrete.
Contraction joints shall be placed not more than 12' apart.
Concrete pad to be 10" thick on 3" of crushed rock (3/4"–0) compacted to 95% of AASHTO T 180.

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
CONNIE MC CREADY COMMISSIONER

BUS TURNOUT DRIVEWAY

APPROVED

CITY ENGINEER _____ DATE 2-7-79

JAN., 1979 STANDARD PLAN NO. 127-3

9380

ROAD DESIGN SECTION

DES 16-1

August 22, 1980

Portland

Curt Duval
Metro Location Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Basin Street/Going Street
Multnomah County
Railroad Vicinity Map

Enclosed are your transmittal cover letter dated August 8, the Federal-aid size vicinity map and a packet of revised instructions for the preparation of railroad encroachment maps and PUC maps for railroad crossings dated March 28, 1980.

We are sending the vicinity map back for required information that has inadvertently been omitted. Please refer to page 3, paragraph 11b of the revised packet of instructions for the required information needed, along with the request shown on the enclosed print of the vicinity map.

As requested, we are sending six copies each of the typical vicinity maps for your use.

WEC:ja

Enc.

cc Bob Whitby

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 25 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9380.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: N. Basin/N. Going St.
Date August 19, 1980
Twenty Year
Highway: FAU 9930, 9926
Traffic Coefficient 12.5
County: Multnomah
18 kip s.a. per day 2056.9
Prefix: 326-1978
R value 35+
Res. Engr. E. Dunn
Frost Penetration - - - -
CBE Total Requirement 29.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C. (Immediate)	8.0
10.0"	T.B.	18.0
15.5"		29.0"

EXISTING ROADWAY

N. Going St. (Sta. 52+60±-Sta. 67+14±)

1.5" A.C. (Final Stage)
2.0" A.C.O.L. with 1.0" allowance for leveling.

N. Channel Ave./N. Going St. (Sta. 39+50±-Sta. 52+60±)
N. Basin Ave., N. Lagoon Ave., N. Anchor St.

1.5" A.C. (Final Stage)
4.0" A.C.O.L. with 1.0" allowance for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Oil Mat	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-2-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX M-9926(1)	
ST PROJECT NO. See below	
FROM: G. L. Green, Division Administrator, Salem, Oregon	PROGRAM NO.
COUNTY NAME Multnomah	ITEM NO. M-87
PROGRAM STAGE (Check) ☐ 1. ☐ 2.	

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
JUL - 7 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUL 2 1980 ~~6-25-80~~	FAU 9926
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

Basin Ave. - Going Street

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change (See below)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-19-80 I approve the program change as follows:

1) Project Number: Change to read "IX-M-9926(1)
2) Appropriation Code: Add "823"
3) Class of Federal Funds: Change to read "and Interstate Substitution General Funds".

Also, as requested, I approve the revised Preliminary Engineering costs to a TEC of $332,900 - FF $284,857. (Increase TEC $77,132 - FF $65,562 Appn Code 823) Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-2-80	G. K. Greene	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-855

9380

L.

May 15, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Basin Ave.-Going St. Intchg. (Portland) Section
FAU 9926

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG: jv

9380 1-30-80

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-9926(4)

STATE PROJECT NO.: See below

FROM: G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: 90294

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR

Info	Instes	R/D	D/R	Sym	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
12-3-79	1-30-80	FAU 9926	City Street

GENERAL LOCATION:

N. Basin Avenue - N. Going Street (Anchor Street) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-5-79, I approve the revised Construction costs to a TEC of $328,000 with Federal participation limited to $278,800.

(Increase TEC $58,000 - Federal funds $49,300 - Advice dated 1-25-80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-30-80	G. K. Hoesmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—611-866

9380

PLO 6-2

January 22, 1980

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

ATTENTION: Mr. John Lang
Highway Coordinator

Gentlemen:

The Port of Portland and the Highway Division have negotiated contract for dredging work in connection with the North Basin Avenue-North Going Street (Anchor Street) Section.

City is required, by agreement, to deposit their share of the estimated total cost of the project. Financial sharing of the dredging work is:

Estimated Total cost	$285,000
Federal Funds (85%)	242,250
City Share (15%)	$ 42,750

Please make your check in the amount of $42,750 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEE:fkc

bc: w/AD#719 Vern Skoog - Please return completed AD #719
Jon Rose /when check is received

1981 N. Basin Ave./N. Going St. 9386
Sec. of FAU 9930 & 9926 on Swan Isl.
(Gr., Pav., Illum., Sig., Lndscp.) #2

For E.I.S. see Greeley to I-5
folder in CON 21-10-1 - Sp.

CLA 5922 - 9/12/79
7287 - 12/7/79

1350

COM 21

December 7, 1979

Betty I. Crowfoot
Attorney for Port of Portland
P.O. Box 3529
Portland, OR 97208

MISC. CONTRACTS and
AGREEMENTS No. 7237

Dear Ms. Crowfoot:

Attached for your records are two copies of an agreement with the Port of Portland and the Highway Division for dredging work in connection with the North Basin Avenue-North Going Street (Anchor Street) Section in Multnomah County. This negotiated contract with the Port is not to exceed $285,000 for dredging 125,000 cu. yds. of material.

Chairman Yturri approved this agreement on December 4, 1979.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn
Attn.

bc Jack Sollis
Jim McClure
Don Harwell

12-12-79
Ext copy of agr. - Route, Bridges

9380

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.: PRO 6-5

December 5, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Additional IX Funds for PA
ITem No. 90294
Project NO. IX-9926(4)
N. Basin Ave. - N. Going St.(Anchor St.) Sec.
Multnomah County

I request additional Interstate Substitution General Funds financing for the subject project based on the fact that the revised PS&E estimate exceeds the funds requested in my September 14 letter. Approval of this request will involve additional estimated total cost of $58,000 and allotment of $49,300 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	CITY
Present	$ 328,000	$ 278,800	$ 49,200
Original	270,000	229,500	40,500
Difference	$ 58,000	$ 49,300	$ 8,700

JLG:sr

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

9380

TELEPHONE MEMO

Date 12-4-79

Received Call From

Made Call To

Re: Anchor St Fill- Negotiated Contract
Roy Schram assured Jim MacClure & I that there was no problem with the Corp's Permit for this fill- It was just a matter of doing the paperwork. With this MR Versteeg signed the Environmental Mitigation Certificate.

Donald L Rout
Signature

MA PDM PDE TSE SPL
ODOT - METRO
AUG 1979
AM PPS FILE T/A

August 15, 1979

District Engineer
Department of the Army
Corps of Engineers
Portland District
P.O. Box 2946
Portland, OR 97208

NORTH ANCHOR STREET EXTENSION

The Port of Portland is applying for permission to construct a 175,000-cubic-yard fill for the extension of North Anchor Street across the upstream end of the Swan Island Lagoon. This proposed fill includes a 61,000-cubic-yard stockpile of material that will be used to surcharge the street right-of-way.

A second fill of 83,000 cubic yards at Port Center is required because of a change in the expectations of flood free conditions.

The required permit application is enclosed along with Port Drawing SI-79-4 1/2 and 2/2, which illustrates the proposed work.

The Port requests that this application be processed, and that a permit be issued at the earliest practicable date as construction is scheduled to commence November 1979. Should there be any questions, please call.

For Robert L. Nordlander, Director
Engineering Services

Enclosures

E814K
DM:3Wb14:jlb

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Port of Portland
P.O. Box 3529
Portland, Oregon 97208

Telephone number 231-5000 Social Security No. _____

5. Name, address, and title of applicant's authorized agent for permit application coordination.

(1) Peter D. Tryon
Swan Isl. Project Coord.
400 S.W. 6th Ave.
Portland, Oregon

Phone: 248-5628

(2) K. N. Weber
Port of Portland
P.O. Box 3529
Portland, Oregon 97208

Phone: 231-5000

Telephone Number _____

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

The work consists of two fill projects. Fill #1 is 175,000 cu.yds. for the extension of N. Anchor St. across the upstream end of the Swan Island Lagoon. This fill includes a 61,000 cu.yd. stockpile of material that will be used to surcharge the street right-of-way. This fill is part of a program by the Port of Portland, The City of Portland and the Ore. Dept. of Tspn. to improve access to Swan Isl. Fill #2 is approx 85,000 cu.yds. in an undeveloped portion of the Port Center development. This fill is needed to compensate for a change in the 100-year flood expectations.

7. Proposed use.
Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

Port of Portland
P.O. Box 3529
Portland, Oregon 97208

9. Location where proposed activity exists or will occur.

Sec. 21 Twp 1 N. Rge 1 E. (Where applicable)

Oregon	Multnomah	Portland	Vancouver
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Willamette River

activity is proposed to commence. November, 1979

Date activity is expected to be completed. Duration 15 days

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Division of State Lands	Removal/Fill			

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

Both fill projects will be accomplished by hydraulic pipeline dredge working a borrow area located in the Willamette River as shown on the plans.

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

E. R. Arnold

Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowlingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

9380

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Obligation Authority
Interstate Transfer Projects

Date: December 3, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR/710.32

To: Mr. H. S. Coulter, State Highway Engineer

Obligational authority for the following projects has been received by this office November 30, 1979:

1. IX-9926(4) N. Basin Ave - N. Going St. (Anchor St.) Sect.
   Construction TEC $279,000 F.F. $229,500

2. IX-9022(4) Cornell Rd at Murray Blvd.
   Construction TEC $101,650 F.F. $86,400

3. IX-9234(5) Scholls Hwy at Allen Blvd Sect.
   Construction TEC $139,500 F.F. $118,500

4. IX-9698(1) Hill Rd. - Vista Lane Section
   Construction TEC $36,000 F.F. $30,600

I am prepared to approve your request for PS&E approval on the above projects upon receipt of your request.

G. L. Green
for

cc:
OSDH (D E Swan)
(C Laux)

RECEIVED
STATE HWY ENGR
DEC 4 - '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9382 12-3-79

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9926(4)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 90294

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 10 '79
REFER TO
Mechanical
FOR
Info | Invres | P/D | D/R | Sgnt | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

12-10 ltr'd

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
12-3-79	12-3-79	FAU-9926	City Street

GENERAL LOCATION:
N. Basin Avenue-N. Going Street (Anchor Street) Section

GENERAL DESCRIPTION OF WORK:
Hydraulic Embankment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN [redacted] actual cost basis

REMARKS

As requested in Mr. Swan's letter of December 3, 1979 you are authorized to proceed with construction of the subject project. I approve the Construction Agreement with the Port of Portland and the plans, specifications, and estimate. Reimbursement on an actual cost basis estimated to be $270,000 with Federal participation limited to $229,500 is approved.

A signed copy of the Agreement and Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-3-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

9380

326-1978

BASIN-GOING FILE

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Metro
DEPT.

238-8226
TELEPHONE

TO: Jack L. Sollis
Assistant Attorney General

DATE: November 28, 1979

FROM: James D. McClure
Project Development Engineer

SUBJECT: Contract
Port of Portland/ODOT

I have reviewed the contract you prepared for the dredge fill operation, which looks good.

Since there will be no need to detour traffic in conjunction with this project, I would recommend we delete item 4 under Things To Be Done By the State. I have discussed this with Carl Jonasson of the Port and he sees no reason for the item.

JDM:PE

cc: D. E. Swan
D. R. Adams

Anchor St.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
NOV 30 1979
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FILE: PM FA - LG.

9380

26-1978 Portland

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: J. H. Versteeg
Road Design Engineer

DATE: November 28, 1979

FROM: J. D. McClure
Project Development Engineer

SUBJECT: Anchor Street Dredge Fill
N. Basin Street/N. Going Street project

The U.S. Department of Interior, Fish and Wildlife Service has conditionally approved the project requiring that the newly created embankment will receive protection against possible erosion. Attached is a copy of their letter.

Please set up an anticipated item for the contract to cover temporary seeding and mulching to be directed by the engineer. It is estimated there will be 3 acres of area that should receive temporary erosion control.

I have discussed this with Don Trout and he is familiar with the requirement.

JDM:PE

Attachment

cc: D. R. Adams
D. E. Swan
D. Trout
M. J. Klotz

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
Sullivan
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REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen FE Watson
Hager Dorn Lau

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Division of Ecological Services
Portland Field Office
727 N.E. 24th Avenue
Portland, Oregon 97232

RECEIVED
OCT 10 1979
REGULATORY FUNCTIONS BR.

Reference: ES

October 5, 1979

Colonel Terence J. Connell, District Engineer
Portland District, Corps of Engineers
P.O. Box 2946
Portland, Oregon 97208

Re: 071-OYA-2-003465
Willamette River at Swan Island
Port of Portland

Dear Colonel Connell:

We have reviewed the referenced public notice to dredge 260,000 cubic yards of material for activities in the Swan Island area.

These comments have been prepared under the authority of and in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and are consistent with the intent of the National Environmental Policy Act of 1969.

To avoid adverse effects on fish and wildlife, their habitats, or known uses thereof, we request that the following conditions be added to the permit as issued:

1. All areas along the bank disturbed or newly created by the construction activity will be seeded, riprapped, or given some other equivalent type of protection against subsequent erosion.

2. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

3. Dredging shall be limited to the period from October 1 to February 14, and from May 16 to August 30.

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

9380

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

11-21-79

Highway # 726
Prefix - 326-1978A

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9926 (4)
Project Name N. Basin St./Going St. (Anchor Street Fill)
Phase I

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. ~~The occupancy~~ None and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 21 day of November, 1979

City of _____

NOTE: Metro R/W is acquiring the right of way for this project for the City of Portland.

Certified By:

Regional Right-of-Way Supervisor
Date November 21, 1979

_____
Mayor

_____
City Recorder

Instructions: Complete A or B and C.

(OVER)

R/W File No. _____
Rev. 1/76

NOTE: This project requires unimproved property from two ownerships:

(1) Port of Portland - the Metro R/W has obtained a Permit of Entry (copy attached) for this property.

(2) State Land Board - the State Land Board has given the Port of Portland a fill permit to place fill on this parcel of property. The Port of Portland will be the contractor for the State on this placement of fill material project. Port of Portland has assigned fill permit to the State.

Further, my certifying this project clear for contract assumes that the fill permit given the Port of Portland by the State Land Board and has not been assigned to the State Highway Division will serve in place of a Permit of Entry from the State Land Board to the State Highway Division and be satisfactory to the FHWA. This matter has been handled by J. D. McClure.

9380

326-1978

STATE OF OREGON

INTER-OFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: D. E. Swan
Project Management

DATE: November 16, 1979

FROM: James D. McClure
Project Development Engineer

SUBJECT: Negotiated Anchor Street Dredge Fill Contract
N. Basin Street/N. Going Street Project

At my meeting with the Port of Portland on the negotiated fill contract, the lack of Congressional approval of federal funds was a major concern. The dredge fill must be placed in December to allow a 60 day settling time for the stockpiled material, prior to placement of the surcharge. The bottom of the stockpiled material will be at elevation 10 and potentially, with the spring runoffs, could be under water if the project was delayed beyond December. Normally, the high water in the Willamette starts rising in March and recedes in May or June. A delay, if Mother Nature follows her normal course, would mean that the surcharge could not be placed till summer, which is the same timing we had planned to let the prime contract.

Cliff Christianson indicated at the meeting, that there may be a way, providing Congress approves the funds by November 20th, to proceed with the Port of Portland contract early in December. This would mean an early eligibility date for expending the federal funds with some type of a condition placed on expending the funds. The Port of Portland has ordered the culvert pipes so they can be placed as soon as we give them approval to proceed on the contract to take advantage of the current low river conditions on the Willamette.

Cliff indicated that he would be willing to work with you in developing the details for an early eligibility date on the funds. I have no idea on this process and the paperwork involved but Cliff did indicate it may be possible.

JDM:PE

cc: R. N. Bothman
D. R. Adams
M. J. Klotz
F. Ericksen
J. Day
D. E. Fantz
C. T. Christianson, FHWA

1 Versteeg
Anderson
2 Christensen
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3 Trout
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STATE OF OREGON

INTER-OFFICE MEMO

IX-9926(4)

ODOT - METRO
DEPT.

238-8226
TELEPHONE

DATE: November 15, 1979

TO: D. R. Adams
Project Development Manager

FROM: James D. McClure
Project Development Engineer

SUBJECT: Dredge Fill Negotiated Contract
Going/Basin Project

I arranged and attended a meeting with the Port of Portland staff to work out a contracting method for the dredge work to construct the Anchor Street extension embankment. In attendance representing the Port of Portland was Betty Crofoot, Legal; Carl Jonasson and Ken Weber of Engineering. Cliff Christianson, Jack Sollis, John Day and myself representing FHWA and ODOT.

It was decided to proceed with the force account type of contract similar to the method used by the Port of Portland with the Port of Longview. This is also the same format we developed in cooperation with the Port on the I-205 dredge fill contract several years ago, which was never consummated.

Jack Sollis and John Day will work out a draft agreement/contract for submittal to the Port of Portland for their review. The Port will modify and prepare technical provisions that will fit this project which will outline the method of payment. These provisions will be an exhibit to the agreement/contract as well as our construction plans and our special provisions.

The Port would like to be in a position to start the dredge work about December 1, since the dredge will be available and to take advantage of low water for the placement of the culvert pipes.

The State Lands Board has issued their permit which has been submitted to the Governor's office for forwarding to the Corps of Engineers so they can issue the Corps' permit. I still need to get the Permit of Entry from the Port to allow our Right-of-Way unit to certify right-of-way for the contract.

Cliff Christianson indicated that they are anticipating Congressional approval of the funds by November 20 and that it would take approximately 30 days before the funds would be available for the contract. Cliff suggested we proceed with the preparation of the contract package for submittal to FHWA requesting an early eligibility date for funding the project based on the Congressional approval of the funds. We could then authorize the Port of Portland to proceed with the contract based on the early eligibility date, with a contingency that the funds may not be available. He felt this may give the FHWA fiscal staff some problems, however he would work with them in developing a possible solution. Cliff will also work with Buz Swan in working out the details.

JDM:PE

cc: C. Christianson, J. Sollis, J. Day, B. Swan, M. Klotz, G. St. Clair
D. Fantz

Portland

326-1978

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO — DEPT. | 238-8226 — TELEPHONE

TO: Duane Christensen
Final Design

DATE: November 15, 1979

FROM: James McClure
Project Development Engineer

SUBJECT: N. Basin Avenue/N. Going Street
(Anchor Street Section)
Multnomah County

I met with the Port of Portland November 14 on negotiating the dredge fill contract for the extension of Anchor Street. During the placement of the dredge fill operation the Port engineers feel there would be no way to keep the 12" pipe at elevation 8 from filling with the uncontrolled dredge materials. In order to keep the existing 30" pipe functioning and the equalizer pipe through the Anchor Street fill open, they are suggesting we modify the plans to show a 30" corrugated metal pipe with a "T" connecting the existing 30".

I have attached a sketch showing the modified pipe installation, and discussed this with Fred Erickson of your staff by phone.

Please proceed with this revision so it can be included in the negotiated contract with the Port of Portland. I am shooting for a contract on the project by the first of December.

JDM:PE

cc: D. R. Adams, Fred Erickson, John Day, M. J. Klotz, D. E. Fantz

Attachment

Erikson is revising & will send metro revised plans. DR

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326-1975-908

14V-404

TIN, RIE, W.M.,

N. Basin Ave./N. Going St. (Anchor St.) Sec. FAU 9930 & 9926 MULTNOMAH COUNTY				Sheet No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9926(4)		See Index

SEC. 20
SEC. 21

SWAN ISLAND

Toe Of Emb.

Temporary Stockpile

Future Curbs

N. 39°02'25"E

30

43°40' 44+25.49 P.O.T.
An 25+47.06 P.O.T.

Fl. 21.0

Fl. 12.0

Fl. 7.5

30"-420'

60'-10"

22'

Underground Elec. Conduit

Temporary Stockpile

Fl. 21.0

Fl. 13.0

N. 60 30

"T" Connection

LAGOON

Fl. 8.1

Toe Of Emb.

Note:

Pipe length & size modification to keep pipes open during dredge fill operation. Use least expensive 30"-CMP, will be replaced in 3-5 yrs by others.

11/15/79

Underground Telephone

N. BASIN AVE.

S 34°08'33" E

Fire Alarm Box

12" Water

Pipe data

12 Gage 2" x ½" Corrugations

80+64.81.46 P.O.T.
An 55+59.68 P.O.T.

Emb. In Place 83,000 (Anchor St.)
3,000 Lt. & 17,600 Ft (Temporary Stockpile) STAGE I

Emb. In Place 23,000 (Anchor St.) STAGE II From Temporary Stockpile

N. Lagoon Ave

9380

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-9926(1)&M-9945(1)
Basin/Going - Greeley/I-5
Business ASsistance Program

Date: November 14, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. F. B. Klaboe, Director
Oregon Department of Transportation

The proposal submitted with Mr. Bothman's November 1, 1979, letter has been reviewed. The activity can be included in your normal right of way activities as long as it is coordinated as an integral part of the relocation assistance program.

Since a consultant will be involved it will be necessary to conform to FHPM 7-5-1, paragraph 10, concerning consultants. With this in mind you may proceed with RFP preparation. Funding will be part of the right of way authorization.

for G. L. GREEN

cc:
ODOT (R N Bothman)
(J B Boyd)

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FOR
Info Inves R/D D/R Sign Act File

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DOT DIRECTOR
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REFER TO
FOR
Info Inves R/D D/R Sign Act File

9380

326-1978 Portland

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: November 8, 1979

FROM: J. D. McClure
Project Development Engineer

SUBJECT: Basin/Going
Anchor Street Fill

The City of Portland and the Port of Portland both feel that the pipes placed during the fill stage are temporary in use. The city is requesting that a trunk line be placed between Basin Avenue and Lagoon Avenue during the second stage of the project. This would pick up the 21" pipe outfall from Lagoon Avenue that has to be diverted to place the fill stage. The pipe used to divert the outfall would be in use only about two years.

The Port has a long range agreement with the Corps of Engineers to fill the lagoon area with channel maintenance dredge spoil. Projections are that the end of the lagoon would be filled within four to eight years after our project is complete. The pipes through the fill will only be in use for this time. During the project and the time the entrapped area of the lagoon is being filled, a storm sewer line would be installed along Basin Avenue to pick up the outfalls into the lagoon.

Based on the short term use of the pipes placed during the fill stage, the protective coating could be deleted at a dollar savings to the project.

JDM:DEF:PE

cc: D. R. Adams
M. J. Klotz
D. E. Fantz

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BY FINAL DESIGN ENGINEER

FR.

9380

November 1, 1979

AGR 6

Vic Rhodes
248-4642

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. IX-9926(2)
Supplemental Consultant Agreement
Going Street Noise Mitigation
City of Portland & Earth Metrics, Inc.

Attached for your consideration are two conformed copies of a Supplemetal Consultant Agreement covering study and design of noise mitigation measures for subject project by Earth Metrics, Inc.

A review of accounting provisions was conducted and the arithmetical corrections suggested in the attached report have been accomplished and initialed by the City.

We request your approval now of the Supplemental Agreement, authorization to proceed with work by the Consultant and the return of one approved copy of the agreement for our project files.

MCH:pf
Attachments

cc: Cliff Laux
Jon Rose, Metro

9380

EXHIBIT 1

OCT 18 1979

SUPPLEMENT TO

AGREEMENT NO. 17602

11-1-79

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

Section II FINAL PRODUCTS is to be changed to read:

"D. Services will include:

(i) establishment of the vertical and horizontal alignment of the sound barrier according to acoustical criteria. This work will not include wall structural design, footing design, earth work design or costing. Alignment will be of sufficient accuracy to achieve maximum noise relief effectiveness from a sound barrier of moderate height (Height of wall in no case greater 12 feet.)

(ii) Preparation of detailed plans, special specifications and cost estimates for sound proofing of 20 prototype residences under the recommended alternative of the FEIS. Drafting of plans will be per Drafting Standards., City of Portland, March, 1978."

Section IX is to be changed to read:

"All work under this agreement is to be completed within 80 days from Earth Metrics receipt of written authorization to proceed. Horizontal and vertical wall alignments will be completed within 30 days of Earth Metrics receipt of written authorization to proceed."

Section X is to be changed to read: Add

"6. Additional direct labor costs (for additional services specified above) are equal to $16271; additional overhead costs are equal to $20339; additional net fee is equal to $6681; additional other direct costs are $8141; additional not to exceed amount of costs and fees for said additional services equal to $51,440. See Exhibit C."

The maximum amount payable under this agreement as supplemented inclusive of all fees and other costs is now ~~$157,913.~~ $157,931.

10/2/79
Date

OSHD CONCURRENCE
By
Date 11-1-79

OCT 18 1979
Date

APPROVED AS TO FORM

CITY ATTORNEY

Earth Metrics, Inc.

CITY OF PORTLAND, OREGON

BY
CONNIE MC CREADY, MAYOR

Mike Lindberg, Commissioner

148597

ANALYSIS OF FEE

Additional Acoustical Services

Direct Salary Cost		16,271
Overhead Cost (including payroll additives) 125%		20,339
Net Fee		6,681
Direct Nonsalary Costs:		
a. Travel and Per Diem	1,106	
b. Reproduction Expenses	355	
c. Computer Expense	1,680	
d. Subconsultant (Ray Miller)	5,000	
TOTAL	8,141	
Total Estimate		51,432
Not to Exceed		51,440

DIRECT SALARY AND DIRECT NONSALARY COST

Additional Acoustical Services

Direct Salary Cost

Personnel	Man Hours	Rate of Pay	Estimated Cost
Senior Environmental Scientist	535	16.98	9,084
Environmental Scientist III	663	9.30	6,166
Environmental Scientist I	162	6.30	1,021
		TOTAL	16,271

Direct Nonsalary Cost

Travel and Per Diem	
Per Diem 17 days at $30/day	510
Air Travel 4 trips at $149	596
	1,106

EXHIBIT 1

(3 of 3)

COST BREAKDOWN BY TASK

Additional Acoustical Services

Field Analysis of Structures	$ 4,000
Noise Analysis and Design/Structures	~~24,560~~ 27,560
Engineering Drawings/Structures	5,000
Wall Alignment Acoustics	8,500
Reportage	2,000
Hearing/Meetings	1.000
Printing/Other Direct Costs	3,380
	$ 51,440

ORDINANCE No. 148597

An Ordinance authorizing the City to enter into a revised agreement with Earth Metrics, Incorporated for consulting engineering services for the Going Street Noise Mitigation Project for the Department of Public Works, providing up to $12,500 local match, authorizing payment, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

(1) Further engineering noise analysis is needed to design specific noise abatement measures identified in an environmental impact statement for the project.

(2) Sufficient local match funding is contained in the Bureau of Street and Structural Engineering's budget (159.260).

NOW, THEREFORE, the Council directs:

(a) The Mayor and the Commissioner of Public Works are hereby authorized to sign on behalf of the City, the revised agreement for consulting engineering services for the Going Street Noise Mitigation Project, such agreement to be in accordance with the form of agreement marked Exhibit 1, attached to the original hereof and by this reference made a part hereof.

(b) The Mayor and the Auditor are authorized and directed to draw and deliver a warrant, upon demand, payable to the Oregon Department of Transportation, in the amount up to $12,500 chargeable to the Bureau of Street and Structural Engineering (159.260).

Section 2. The Council declares that an emergency exists because this revised agreement is needed to accomplish the design engineering for a needed transportation project; therefore, this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, OCT 10 1979

Commissioner Lindberg
October 1, 1979
RWT:lj

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Page No.

9380 Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 26, 1979

FROM: F. W. Yarbrough
Soils Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Basin Ave.-Going St. Inter.
Anchor Ave. Extension
Multnomah County
Soils Engineer's Report

This report discusses the plan for hydraulic filling of the subject earthfill grade.

The first stage will be to fill the grade section to elevation 26 and filling the counterbalance and stockpile sections simultaneously as the grade is filled. Then, there must be a 60-day waiting period with no filling to permit the foundation and fill to consolidate. After that, filling shall continue by hauling from the stockpiles into the grade section to fill the grade and surcharge to elevation 38.

The counterbalances are needed for stability in both the first and second stage grading. No fill slope may exceed 17-feet height in the first stage without a counterbalance. This is why the stockpile elevations are held to elevation 20. In the second stage, after consolidation, the fill slopes are expected to be stable at 28-feet height.

Settlement of the entire fill is expected to be about 1-foot while the dredge is pumping and about 2-feet more during the consolidation time. Then, about two feet more settlement will occur under the surcharge in the following year. The surcharge probably can be removed and settlement stop after about twelve months. A more certain estimate of this time requirement can be made after the settlement has been measured at intervals over about six months.

A culvert pipe under the fill at no higher than elevation 8 should probably be installed to insure that the haulers can get to the bottom of the stock-piles when they want to. The seepage out of the right side lagoon is estimated to be of the order of 1/2 cfs. The inflow could be that much or more. With the spillway at elevation 12, the water surface might be near that elevation indefinitely when there is drainage into the lagoon, unless a lower culvert is provided and prevented from plugging.

If there is an intention to proceed with stage two as soon as possible, that is, within about 60 days, it is necessary that the fill material consist predominantly of sand. The finger fill on the northeast side of the lagoon shows some muck material that pooched out during placement or after. Material like that may take two summers to consolidate before it can be loaded or compacted.

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen F.E. Watson
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The Region Geologist plans to install remote sensing settlement and pore pressure gages before the filling begins. He will coordinate this work with the Port of Portland to get it done before filling starts and to locate them so that they will not be in the way of pumping or hauling. The pore pressure measurements will provide information that may permit the second stage work to begin earlier than 60-days, and the settlement gages will provide information to indicate when the surcharge may be removed and there will be no more settlement.

FWY:af

cc: Frank Terpin
Don Fanz
C. J. Eshelman

9380

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9926(2)
Basin/Going Interchange
Anchor Street Extension/Dredge Fill

Date: October 18, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I have reviewed the analysis presented in Mr. Hunter's October 15, 1979, letter regarding dredge fill placement by the Port of Portland. I agree with your "finding in the public interest" and proposal to advance the work by negotiation with the Port.

G. L. Green
for

RECEIVED
STATE HWY ENGR
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Hunter
FOR
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cy

October 15, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Basin/Going Interchange Project
Anchor Street Extension/Dredge Fill

Contract plans and right-of-way descriptions are presently being prepared for the Basin/Going Interchange project, which is scheduled for the fiscal first quarter 1981. A portion of this project consists of the extension of the existing Anchor Street and a placement of a fill for that extension.

Based on past experience in this area, this fill must be in place and surcharged for a period of 12 months prior to final grading and paving. To allow for this time lag, it is necessary that this fill be placed immediately by means of a separate contract.

We are asking your approval of a finding that it is in the "public interest" to negotiate this contract for fill placement with the Port of Portland. The Port of Portland is presently preparing to do work of their own in this vicinity and have made applications to the Corps of Engineers and the State Land Board which would also cover this proposed work. As a result, their 30-inch dredge will be in the area and can directly connect to a 30-inch dredge pipe that is already in place to the area to be filled. This pipe is owned and maintained by the Port. It is anticipated by the Port of Portland that they could begin fill placement by mid-November if a negotiated contract can be made in the near future.

While there are some private companies that can place the dredge fill, they would have difficulty in adapting their equipment to utilize the 30-inch dredge pipe. An alternative to the use of the existing 30-inch dredge pipe would be for the private contractor to construct a new pipeline across Port Center

and under Channel Avenue and then along the bank line to the Anchor Street location. The construction would disrupt traffic and probably cause problems with utilities in the area, as well as being quite costly.

It is estimated that approximately $100,000 to $200,000 would be saved by negotiating a contract with the Port of Portland instead of going through the normal bid process. If this project were to go through the normal bid process, the Port of Portland would not bid competitively against a private contractor according to their current policy.

The estimated cost of the proposed project is $270,000.

In summary, we are asking for a "finding in the public interest" to negotiate this contract with the Port of Portland, based upon significant monetary savings and the critical time factor in getting this fill placed to allow construction to be done in a timely and efficient manner at a later date with the remainder of the project, which will be contracted in fiscal first quarter of 1981.

Attached are copies of letters from D. R. Adams, dated September 26, 1979; Carl V. Jonnason, dated September 6, 1979; and Peter D. Tryon, dated June 20, 1979.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachments

bc/enc. H. S. Coulter
J. H. Versteeg
D. R. Adams

DOC:ja

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 11, 1979

FROM: J. H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

Subject: Anchor Street Extension
Basin-Going Project

It is proposed that the Port of Portland dredge 145,000 cubic yards of material for the Anchor Street embankment at a negotiated unit price of $0.94 a cubic yard in place. The following questions have been raised:

1. Is it legal?

COMPETITIVE BIDDING PROCESS

Public contract and competitive bidding statutes are found in ORS Chapter 279. ORS 279.027 provides:

"(1) All public contracts shall be based upon competitive bids except:

(a) Contracts made with, or the cost of which is provided by, other public agencies or the Federal Government...."

2. Can the Port perform the work?

The Port of Portland has the men, equipment and experience to carry out the work satisfactorily. They plan two other dredging projects in the area. They have the only 30-inch dredge able to use the existing 30-inch connection without equipment modification.

3. Is it cheaper?

The information submitted by the Port indicates a savings of $380,000 over a truck haul operation from Hayden Island. Ed Johnsen confirms truck haul costs are $4 per cubic yard. Based on earlier study on I-205, Ed projects a saving of $150,000 to $200,000 if the Port performs the dredging work.

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TECHNICAL SERVICES
OCT 11 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

4. Is timing important?

The Port can start this work in November if a negotiated contract is approved. Timing is critical, as a minimum of 12 months' settlement time is required to consolidate the unstable material. The Going Street-Basin Street project cannot be completed until the Anchor Street settlement is complete.

DISADVANTAGES

1. The Highway Division supports the concept of competitive bidding on all highway work.

2. The AGC and many private contractors are opposed to negotiated contracts.

3. The Highway Division may be subject to some criticism and will need to be able to justify its position.

CONCLUSION

It is my conclusion that the Port can legally do the work, at a substantial saving in cost, at an early date, and that it is in the public interest to have the Port of Portland do the dredging work and embankment on the Anchor Street project.

JHV:ja

STATE OF OREGON

INTER⊙FFICE MEM⊙

ODOT - Metro
DEPT.

238-8226
TELEPHONE

TO: E. S. Hunter
Technical Services Engineer

DATE: September 26, 1979

FROM: D. R. Adams
Project Development Manager

SUBJECT: Basin/Going Interchange Project
Anchor Street Extension/Dredge Fill

NOTED
E. S. HUNTER

RECEIVED TECHNICAL SERVICES
SEP 27'79
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Info
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Sign
Act
File

The Basin/Going Intersection project is in Salem for final design and right-of-way description and acquisition. The project requires extension of the existing Anchor Street and placement of a fill for that extension. (See the attached sketch). The Port of Portland has done an economic study which demonstrates the cost effectiveness of utilizing dredge fill materials for this fill, as opposed to importing the required fill material from elsewhere in Portland. (Study attached).

While there are some private companies that can place the dredge fill, the Port of Portland is attempting to make their case to place the fill material. For a state agency to place the fill, a "finding in the public interest" is necessary to satisfy FHWA. In the attached letter, dated September 6, the Port of Portland has presented their case to support the "finding" based on traffic inconvenience and the availability of the Port's dredge and material handling facilities. Their strongest point may be that they own and maintain approximately 1,200 feet of permanently installed 30-inch dredge pipe that will facilitate the placement of the fill material. The Port's 30-inch dredge connects efficiently to this permanent dredge pipe. The Port feels that in addition to the basic problem for the other small dredges available in the Portland area, to make this connection; there is a good possibility the change in size of pipe would cause a sedimentation problem in the permanent 30-inch pipe.

In addition to the Port's presentation, timing of the dredge fill and the economic advantage should be emphasized. Their plan would have the fill placed in a surcharged stockpile in November-December. With the surcharge and remainder of fill being placed on the fill in February. Based on the past experience of placing fill in the area, their analysis shows the most economic surcharge period would be approximately 12 months (one year). This would lap past the scheduled June 1980 contract letting date for the Basin/Going project. The nine months overlap would still allow adequate construction season time to complete the roadway construction in the fill area. Cost estimates in the Port's placement proposal for dredge fill and stockpile material has been reduced from 94¢ (shown in the economic study) to 68¢ per cubic yard. Reduction in the Port's estimate specifically considers the availability of the Port's dredge (sharing of move-in expense, etc.) because of their additional dredging in the area, and the ease of the operation because of the Port's existing material handling facilities.

The Port has made application to the Corps of Engineers and the State Land Board for the dredge fill permit, (copy attached). They also have applied for the dredging permit for the area shown on the attached copy of the Mandatory Borrow Source. This permit is required for other concurrent work on Swan Island. All permits could be assigned to a private contractor should that be necessary. A private contractor would, of course, have to comply with all Corps permit stipulations.

My understanding of the approval process is to receive concurrence from FHWA that we have a "finding in the public interest", then request the administrator to approve contracting with the Port of Portland to do the work. It is the Port's current policy not to bid competitively against private firms for work. It is permissible by law to contract directly with the Port, as indicated by Jack Sollis' review. The public would then get a suitable product at less expense and probably a little quicker than if this work was done under normal contracting procedures. I think that it is in the public interest to do this work with the Port.

I have checked with the Construction Section and they advise that a presentation to the Public Contract Review Board is not necessary. Therefore, with FHWA and ODOT administrative approval, we should be ready to negotiate a contract with the Port of Portland. A copy of Engrossed HB2057 is attached for your convenience.

Would you please advance this effort with FHWA and our administration, as appropriate, to a negotiated contract. To meet the current schedule, the proposed contract should be executed so that work could commence in mid-November. The Port has included a copy of an agreement with the Corps of Engineers for dredging with Port equipment. They consider this an example to follow for work on the Anchor Street extension.

DRA:DEF:PE

Attachments

RECEIVED
MAY 1 1979
CONSTRUCTION
BRANCH

Richards
Berg
Imlock
Wilson
Williams
Johnsen
Glenn
Gebauer
Church

MA PDM PDE TSE SFC
ODOT - METRO
AUG 27 1979

AM PDS FILE 7A

OREGON LEGISLATIVE ASSEMBLY—1979 Regular Session

A-Engrossed
House Bill 2057

Ordered by the Senate May 8
(Including Amendments by House March 12 and by Senate May 8)
Ordered printed by the Speaker pursuant to House Rule 12.01 (at the request of Representative Glenn Otto) Presession filed

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

[*Requires public agency to solicit bids on public improvements where cost exceeds $50,000 and agency is considering doing own work. Requires public agency performing such work to do so in substantial compliance with plans and specifications. Specifies that public agencies need not solicit bids when constructing or maintaining a public improvement used for distribution or transmission of electric power.*] Redefines "public improvement" to exclude emergency and maintenance work. Restates policy in regard to construction of public improvements. Directs public agencies to prepare lists of public improvements contemplated within budget period and note whether improvement is to be constructed by agency or private contractor. Requires agency doing its own work demonstrate compliance with stated policy. Deletes provisions requiring agency constructing its own improvements over $50,000 value make certain preliminary findings. Not applicable to improvements used for electric distribution or transmission. Directs Executive Department to develop model cost accounting guidelines for agencies performing their own work. Requires public agencies notify Executive Department by November 1, 1980, in regard to compliance with guidelines or policy. Requires Executive Department report to Legislative Assembly regarding agency compliance.

A BILL FOR AN ACT

Relating to public bidding procedures; creating new provisions; and amending ORS 279.011 and 279.023.

Be It Enacted by the People of the State of Oregon:

Section 1. ORS 279.023 is amended to read:

279.011. As used in [*chapter 771, Oregon Laws 1975*] ORS 279.011 to 279.055:

(1) "Public contract" means any purchase, lease or sale by a public agency of personal property, public improvements or services other than agreements which are exclusively for personal service.

(2) "Public agency" or "public contracting agency" means any agency of the State of Oregon or any political subdivision thereof authorized by law to enter into public contracts.

(3) "Public improvement" means [*any construction of improvements on real property by or for a public agency*] **projects for construction, reconstruction or major renovation on real property by or for a public agency. "Public improvement" does not include emergency work, minor alteration, ordinary repair or maintenance necessary in order to preserve a public improvement.**

(4) "Board" means the Public Contract Review Board or the local contract review board of a city or county as provided for in ORS 279.055.

Section 1a. If Senate Bill 232 becomes law, section 1 of this Act is repealed and ORS 279.011, as amended by section 1, chapter _____, Oregon Laws 1979 (Enrolled Senate Bill 232), is further amended to read:

279.011. As used in [*chapter 771, Oregon Laws 1975*] ORS 279.011 to 279.055:

(1) "Public contract" means any purchase, lease or sale by a public agency of personal property, public improvements or services other than agreements which are for personal service.

(2) "Public agency" or "public contracting agency" means any agency of the State of Oregon or any

NOTE: Matter in bold face in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted; complete new sections begin with SECTION.

political subdivision thereof authorized by law to enter into public contracts.

(3) "Public improvement" means [*any construction of improvements on real property by or for a public agency*] projects for construction, reconstruction or major renovation on real property by or for a public agency. "Public improvement" does not include emergency work, minor alteration, ordinary repair or maintenance necessary in order to preserve a public improvement.

(4) "Board" means the Public Contract Review Board or the local contract review board of a city or county as provided for in ORS 279.055.

Section 2. ORS 279.023 is amended to read:

"279.023. (1) It is the [*intent*] policy of the [*Legislative Assembly*] State of Oregon that public agencies [*should*] shall make every effort to construct public improvements at the least cost to the public agency [*and to not engage in public improvement work by use of the agency's own equipment and personnel where such work can be performed at less cost by private contractors*].

(2) Not less than 30 days prior to adoption of its budget for the subsequent budget period, each public agency shall prepare a list of every public improvement known to the agency that the agency plans to fund in the budget period, identifying each improvement by name and estimating the total onsite construction costs. The list shall also contain a statement as to whether the agency intends to perform the construction by a private contractor. If the agency intends to perform construction work using the agency's own equipment and personnel on a project estimated to cost more than $50,000, then the agency shall also show its decision conforms to the policy stated in subsection (1) of this section. The list is a public record and may be revised periodically by the agency.

[*(2) Whenever a public agency intends to perform or construct a public improvement with its own equipment and personnel and the estimated cost exceeds $50,000, the public agency shall:*]

[*(a) Make a determination whether the work could be performed with the equipment and personnel of the public agency at less cost than by a private contractor. The public records of the agency shall contain a written record of the determination and the reasons therefor.*]

[*(b) Prepare the plans, specifications and estimated cost of the work. The estimates shall show in detail the estimated cost of the work, the estimated quantities of each class of work, the estimated unit cost of each class, the time limit allowed for completion of the work and the estimated date of completion. The estimated cost of the work shall include a reasonable allowance for the cost, including investment cost, of any equipment used.*]

[*(c)*] (3) Whenever a public agency intends to perform or construct a public improvement with its own equipment or personnel, the public agency shall cause to be kept and preserved a full, true and accurate account of the costs of performing the work including all engineering and administrative expenses and a reasonable estimate of the cost, including investment cost, of equipment used.

(4) Subsection (2) of this section does not apply to any public agency when the public improvement is to be used for the distribution or transmission of electric power.

SECTION 3. (1) On or before July 1, 1980, the Executive Department, in consultation with informed persons from the public and private sector, shall develop model cost accounting guidelines for public agencies that perform construction using their own equipment and personnel. The department shall cause copies of the model guidelines to be made available to public agencies.

(2) Not later than November 1, 1980, each public agency shall notify the Executive Department whether or not the agency has adopted the model guidelines or has existing accounting practices which substantially comply with subsection (3) of ORS 279.023.

(3) The Executive Department shall report to the Sixty-first Legislative Assembly the public agencies that have reported to the department under subsection (2) of this section.

DIVISION 10

CONTRACTS EXEMPT FROM COMPETITIVE BIDDING AND REQUIREMENTS CONTRACTS

Exemptions and Definitions

127-10-010 All public contracts shall be based upon competitive bidding except the following:

(1) Contracts made with other public agencies or the federal government;

(2) Contracts which are exclusively for personal services. Such contracts may include incidental materials such as written reports, architectural or engineering renderings and similar supplemental materials.

(3) Contracts specifically exempt under the following provisions of these rules:

(a) OAR 127-10-020 - Contracts Under $5,000

(b) OAR 127-10-030 - Emergency Contracts

(c) OAR 127-10-040 - Contracts for Price Regulated Items

(d) OAR 127-10-060 - Copyrighted Materials

(e) OAR 127-10-070 - Institutional Book Stores

(f) OAR 127-10-080 - Advertising Contracts

(g) OAR 127-10-090 - Investment Contracts

(h) OAR 127-10-100 - Contracts for Purchases Under Established Requirements Contracts

(i) OAR 127-10-120 - Single Seller Contracts

(j) OAR 127-10-130 - Data Processing Contracts

(k) OAR 127-10-140 - Insurance Contracts

(l) OAR 127-10-145 - Affirmative Action Contracts

(m) OAR 127-10-150 - Contract Amendments

(n) OAR 127-10-160 - Exemption Rulings.

(4) As used in this section:

(a) "Competitive bidding" means the solicitation by the public contracting agency of competitive offers which follow the formal process for advertising, bid, and bid opening required by ORS Chapter 279, and applicable rules of the Public Contract Review Board;

(b) "Competitive quotes" means the solicitation of offers by the public contracting agency from ... solicitation may be by advertisement or the public contracting agency initiating request to vendors to make an offer. T solicitation and the offer may be writing or oral.

Statutory Authority: ORS Chapter 279
Hist: Filed 12-23-75 as PCRB 1,
Eff. 1-1-76
Amended by PCRB 6,
Filed and Eff. 4-8-76

Contracts Under $5,000 see Revision

127-10-020 (1) Public contracting ag cies may, in their discretion, let pub contracts without competitive bidding the following conditions are complied with

(a) The amount of the contract does exceed $5,000; and

(b) The contract is for a single proj and is not a component of or related to other project; and

(c) The public contracting agency determined that the awarding of contract without competitive bidding result in cost savings.

(2) If the amount of the contract d not exceed $500, the public contract agency should, where feasible, obt competitive quotes.

(3) If the amount of the contract is than $500 but less than $5,000, the pub contracting agency must obtain a minimum three competitive quotes. The pub contracting agency shall keep a writ record of the source and amount of quotes received. If three quotes are available, a lesser number will suff provided that a written record is made the effort to obtain the quotes.

(4) No contractor may be awarded in aggregate within the fiscal year contr in excess of $20,000 without competi bidding. In computing the aggregate u this subsection, awards under $500 need be included.

Statutory Authority: ORS Chapter 279
Hist: Filed 12-23-75 as PCRB 1,
Eff. 1-1-76
Amended by PCRB 2,
Filed and Eff. 2-19-76

Bathmeter

326-1978
(190)

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

September 6, 1979

PDM PDE TSE SPC
ODOT - METRO
SEP 7 1979
PDM.PPS abg FILE

State of Oregon
ODOT
Metro Branch
5821 N.E. Glisan
Portland, OR 97213

BASIN-GOING INTERCHANGE

This is in answer to Don Adams' and your letters of July 27 and August 20, 1979, regarding the Anchor Street extension fill.

Contrary to my earlier statement, the Port does not yet have a dredging permit, but has recently applied to the Corps of Engineers for both a dredge and Anchor Street fill permit. To speed the process, the Port has simultaneously made application to the State Land Board.

The Port of Portland will assign the permits to ODOT if it becomes necessary to go to competitive bids, provided ODOT honors conditions imposed by the Corps of Engineers.

It appears to be in the public's best interest, however, for ODOT to enter into an agreement with the Port of Portland on a basis identical with that of the Corps of Engineers for the following reasons:

1. The Port of Portland's 30-inch hydraulic dredge, largest on the West Coast, will be available in November of 1979, and the crew is experienced in this kind of work. Port of Portland dredges and crews have been constructing and maintaining the river channels since the early 1900's for the Corps of Engineers.

2. The Port owns and maintains the 30-inch dredge pipe buried under McCarthy Park, Port Center parking, Channel Avenue, property leased to First National Bank, Lagoon Avenue and terminating in the lagoon at the Anchor Street project site.

3. The Port dredge crew would simply connect its 30-inch pipe to each end and start pumping.

4. There are no other 30-inch dredges on the Pacific Coast. Local contractors would have to fabricate reducers for connections at each end. Their use would increase costs and reduce efficiency.

5. An alternative to the use of the existing 30-inch dredge pipe would be for the contractor to construct a new pipeline across Port Center and under Channel Avenue and then along the bank line to the Anchor Street location. The construction would disrupt traffic and probably cause problems with utilities in the area, as well as being quite costly.

6. A private contractor could use the 30-inch buried pipe but would have to hold the Port harmless, as well as other agencies and private lessees, from damages resulting from its use.

7. The Port will be doing two other dredge projects in the Swan Island area and the move-in and move-out costs will be spread over the three projects. A fourth may be added later.

8. A copy of the current Corps of Engineers contract is attached.

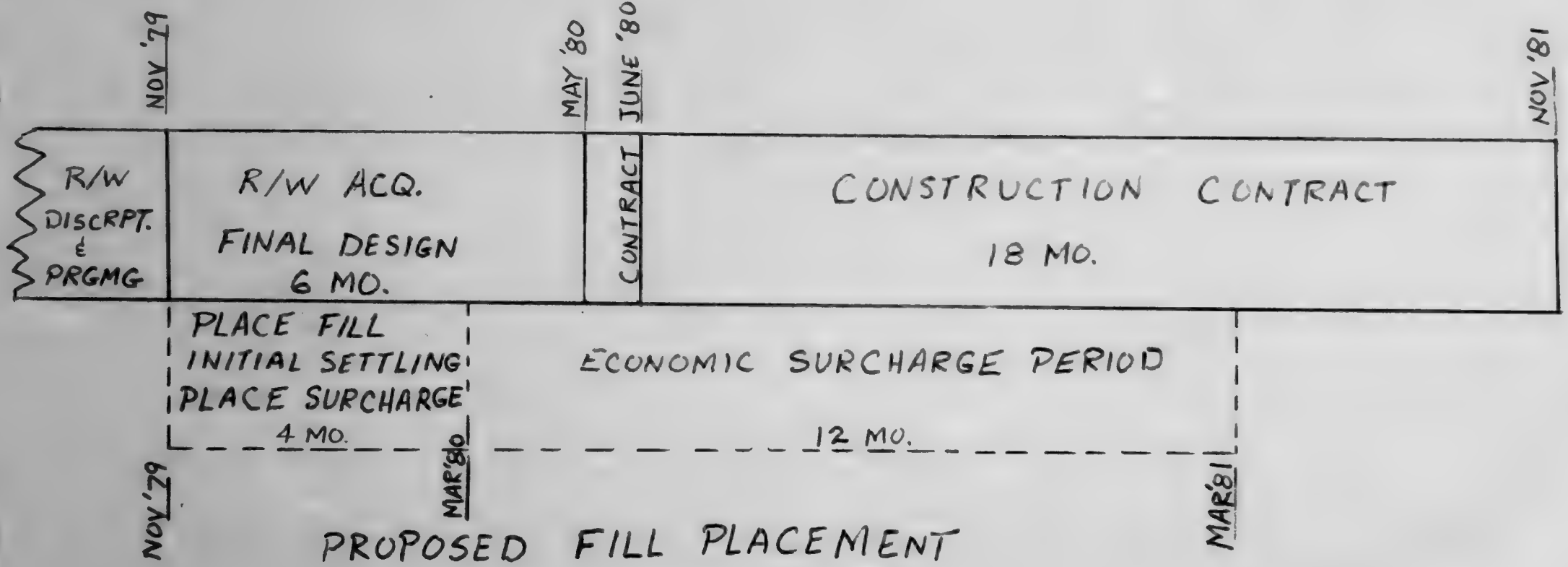
If there are any questions, please call me at 231-5000, extension 294.

Carl V. Johnason
Project Manager

Attachment

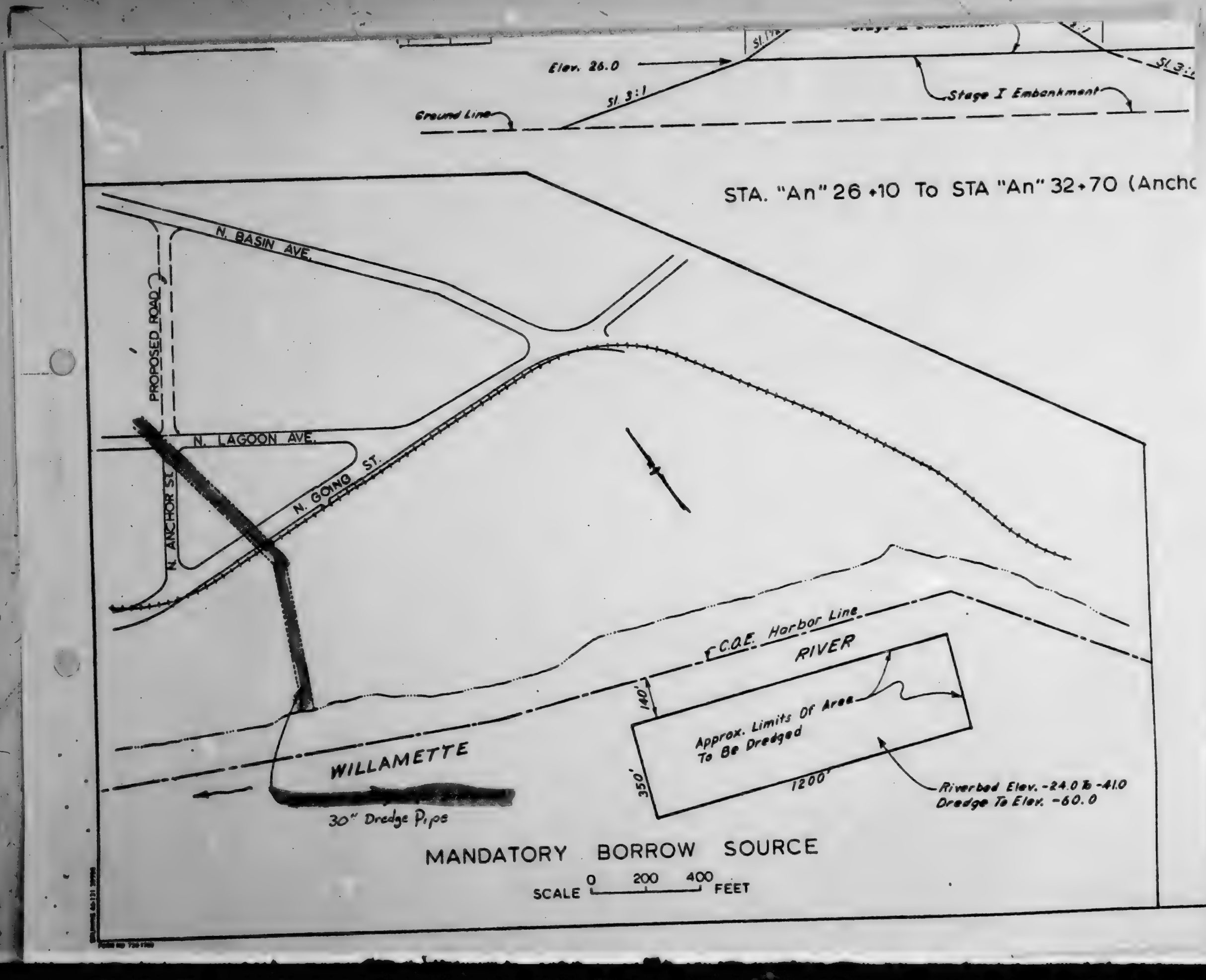
ES30H

BASIN / GOING PROJECT SCHEDULE



PROPOSED FILL PLACEMENT

DEF 9-13-79


Elev. 26.0
Sl. 3:1
Ground Line
Stage I Embankment
STA. "An" 26+10 To STA "An" 32+70 (Ancho
N. BASIN AVE.
PROPOSED ROAD
N. LAGOON AVE.
N. GOING ST.
N. ANCHOR ST.
C.O.E. Harbor Line
RIVER
WILLAMETTE
140'
350'
1200'
Approx. Limits Of Area To Be Dredged
Riverbed Elev. -24.0 To -41.0
Dredge To Elev. -60.0
30" Dredge Pipe
MANDATORY BORROW SOURCE
SCALE 0 200 400 FEET

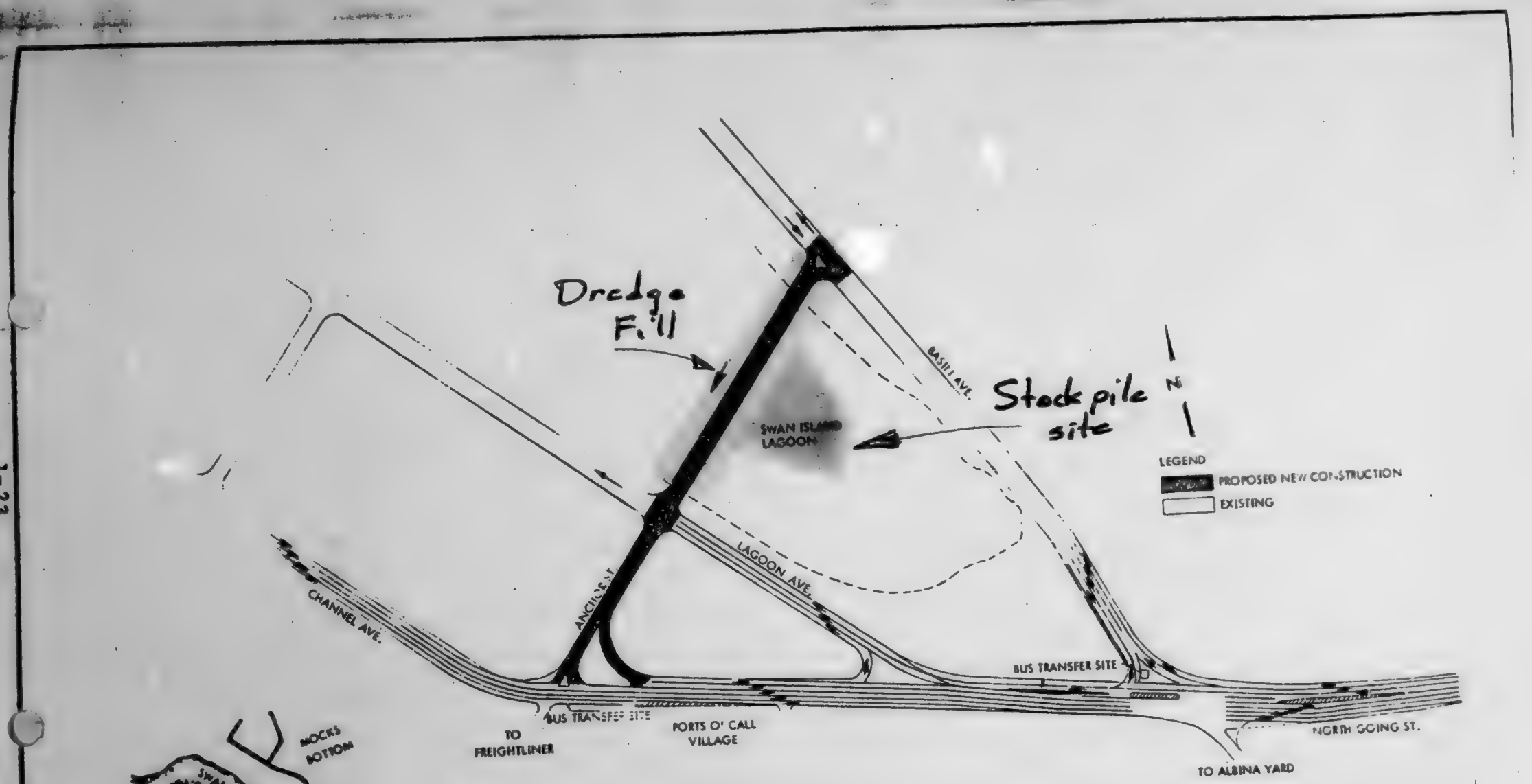


FIGURE 1-8
BASIN AVE./NORTH GOING ST INTERCHANGE
ALTERNATIVE 3C

MA PDM PDE TSE SPL
ODOT - METRO
AUG 21 1979
AM PPS FILE TIA

August 15, 1979

District Engineer
Department of the Army
Corps of Engineers
Portland District
P.O. Box 2946
Portland, OR 97208

NORTH ANCHOR STREET EXTENSION

The Port of Portland is applying for permission to construct a 175,000-cubic-yard fill for the extension of North Anchor Street across the upstream end of the Swan Island Lagoon. This proposed fill includes a 61,000-cubic-yard stockpile of material that will be used to surcharge the street right-of-way.

A second fill of 83,000 cubic yards at Port Center is required because of a change in the expectations of flood free conditions.

The required permit application is enclosed along with Port Drawing SI-79-4 1/2 and 2/2, which illustrates the proposed work.

The Port requests that this application be processed, and that a permit be issued at the earliest practicable date as construction is scheduled to commence November 1979. Should there be any questions, please call.

For Robert L. Nordlander, Director
Engineering Services

Enclosures

E814M
DM:3Wb14:jlb

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. Day Mo. Yr.	3. For official use only.

4. Name and address of applicant.

Port of Portland
P.O. Box 3529
Portland, Oregon 97208

Telephone number 231-5000 Social Security No. _____

5. Name, address, and title of applicant's authorized agent for permit application coordination.

(1) Peter D. Tryon
Swan Isl. Project Coord.
400 S.W. 6th Ave.
Portland, Oregon

Phone: 248-5628

(2) K. N. Weber
Port of Portland
P.O. Box 3529
Portland, Oregon 97208

Phone: 231-5000

Telephone Number _____

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

The work consists of two fill projects. Fill #1 is 175,000 cu.yds. for the extension of N. Anchor St. across the upstream end of the Swan Island Lagoon. This fill includes a 61,000 cu.yd. stockpile of material that will be used to surcharge the street right-of-way. This fill is part of a program by the Port of Portland, The City of Portland and the Ore. Dept. of Tspn. to improve access to Swan Isl. Fill #2 is approx. 85,000 cu.yds. in an undeveloped portion of the Port Center development. This fill is needed to compensate for a change in the 100-year flood expectations.

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

Port of Portland
P.O. Box 3529
Portland, Oregon 97208

9. Location where proposed activity exists or will occur.

Sec. 21 Twp 1 N. Rge 1 E. (Where applicable)

Oregon	Multnomah	Portland	Vancouver
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. Willamette River

ENG FORM 4345 1 APR 74 REPLACES ENG FORMS 4345 AND 4345-1 (PART A), MAY 71 AND 4345-1 (PART B), JUN 71, WHICH ARE OBSOLETE. (ER 1145-2-303) (EP 1145-2-1)

11. Date activity is proposed to commence. November, 1979

Date activity is expected to be completed. Duration 15 days

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Division of State Lands	Removal/Fill			

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

Both fill projects will be accomplished by hydraulic pipeline dredge working a borrow area located in the Willamette River as shown on the plans.

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

E. R. Arnold

Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowlingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

August 15, 1979

AM PDM PDE SPC
PORT - METRO
AUG 21 1979
AM PPS FILE T/A

William Cox, Director
Division of State Lands
1445 State Street
Salem, OR 97310

NORTH ANCHOR STREET EXTENSION

The Port of Portland is applying for permission to construct a 175,000-cubic-yard fill for the extension of North Anchor Street across the upstream end of the Swan Island Lagoon. This proposed fill includes a 61,000-cubic-yard stockpile of material that will be used to surcharge the street right-of-way.

A second fill of 85,000 cubic yards at Port Center is required because of a change in the expectations of flood free conditions.

The required permit application is enclosed along with Port Drawing 81-79-4 1/2 and 2/2, which illustrates the proposed work.

The Port requests that this application be processed, and that a permit be issued at the earliest practicable date as construction is scheduled to commence November 1979. A check covering the required $100 fee will be following in a few days. Should there be any questions, please call.

Robert L. Nordlander, Director
Engineering Services

Enclosures

E314H
DM:3Wb22:jlb

d To. Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

FOR DIVISION USE:
Please return by _____
Date received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name PORT OF PORTLAND
   Address P.O. Box 3529 Telephone 231-5000
   City Portland State Oregon Zip Code 97208
2. Project Supervisor's Name K. N. Weber, Project Manager
   Address P.O. Box 3529 Telephone 231-5000
   City Portland State Oregon Zip Code 97208
3. Property Owner's Name PORT OF PORTLAND
   Address P.O. Box 3529 Telephone 231-5000
   City Portland State Oregon Zip Code 97208
4. Will the project be removal _____ fill _____ combination X riprap _____
5. Will your fill consist of rock _____ gravel _____ sand X silt _____ other _____
   Will your removal consist of rock _____ gravel _____ sand X silt _____ other _____
6. Volume of fill material required: annually _____ total project 260,000
   Volume of removal required: annually _____ total project 260,000
7. Name of waterway affected by project Willamette River
   a. Tributary of Columbia River
   b. River mile 9.5 Section 21 Township 1N Range 1E
   c. County Multnomah
   d. Popular local description of project location: Swan Island Lagoon & Port Center
8. What is the purpose of your project? The work consists of 2 fill projects. Fill #1 is 175,000 cu.yds. for the extension of N. Anchor St. across the upstream end of the S.I. Lagoon. This fill includes a 61,000 cu.yd. stockpile of material that will be used to surcharge the street right-of-way. This fill is part of a program by the Port of Portland, the City of Portland & the Ore Dept. of Tspn. to improve access to Swan Isl. Fill #2 is approx. 85,000 cu.yds. in an undeveloped portion of the Port Center development. This fill is needed to compensate for a change in the 100-year flood expectations. Both fill projects will be accomplished by hydraulic pipeline dredge working a borrow area located in the Willamette River as shown on the plans.

Application for Removal or Fill Permit

Name _____
Permit No. _____

9. Describe your proposed operation (attach additional sheet if necessary):
Hydraulic pipeline dredge pumping from a borrow area in the Willamette River to the Swan Island Lagoon and to Port Center.

10. Where will you place dredge spoils, if any? The Swan Island Lagoon and Port Center.

11. When will project start? November, 1979 Be completed? November, 1979

12. What does the project site look like at the present time? Visual character B, F & K as shown in Lower Willamette River Management Plan dated 8-23-73

13. What steps do you plan to take to restore area to its natural condition? None

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
d. Pertinent property boundaries.
e. Spot elevations or contours if available. Reference datum must be noted.
f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed E. R. Arnold
for
Title Director, Engineering Services

Date 8-17-79

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SWAN ISLAND PROJECT COORDINATOR

PETER D TRYON

400 SW 6TH AVENUE
PORTLAND OR 97204
503 248-4528

June 15, 1979

TO: Dave Vargas
Helen Greenough
Don Fantz

FROM: Peter D. Tryon

JUN 20 1979

SUBJECT: Basin/Going Anchour Street Extension

Attached is a copy of the Port of Portland's report Basin/Going Interchange Extension of Anchor Street Across Swan Island Lagoon, June 12, 1979.

The Port presents a straight forward program for placement of the necessary fill work and surcharge for the Anchor Street Extension. The Port's report says they can begin placing fill in November 1979. With their recommended 12 month surcharge period, construction of the roadway could begin in March 1981. The report shows that significant cost savings can be achieved by having the Port use dredging to place the fill. The dredge fill estimate of $193,550 could save over 66% from the truck haul estimate of $573,500.

Please review this report and send any comments you may have to me. If you have any questions please call me or Carl Jonasson, Project Manager at the Port, at 231-5000.

PDT:no

Attachment

cc: Carl Jonasson
Dave Hill

Peter Tryon,

BASIN/GOING INTERCHANGE

Subject: Extension of Anchor Street Across Swan Island Lagoon.

Anchor Street extension is an integral part of the planned traffic interchange improvement between Basin Avenue, Going Street, Lagoon and Channel Avenues.

Extending Anchor Street across the lagoon will require about 110,000 cubic yards of fill to bring it to the same elevation as existing streets. This work can be done most expeditiously and cheaply by dredging land from the Willamette and filling to about Elevation 26, plus or minus a few feet depending on gradation characteristics of material dredged. The remaining fill, about 35,000 cubic yards, required to bring the subgrade to the proper elevation and to surcharge, will be stockpiled by dredging into the upper end of the lagoon. After water has run out of the stockpile, surcharge material will be hauled and placed on the roadbed as indicated on the attached sketch to Elevation 43. Approximately 12 months after finishing the surcharge placement, excess material will be removed and utility construction can proceed.

Settlement markers will be installed on top of the fill prior to placement of surcharge. Reading markers will begin immediately and will be continued until curve analysis shows residual settlement to be acceptably small.

Soil sampling and analysis will be performed after dredge filling has ceased. The soils report will be used as a guide for establishing surcharge height, time and removal, but settlement curves developed from marker readings will control actual surcharge removal.

The present schedule for dredge filling and stockpiling is November 5 to 9, 1979.

Move remainder of fill and surcharge January 14, 1979 to February 8, 1980.

Remove surcharge February 8 to 22, 1981. The start of surcharge removal would depend on the results of the actual settlement as monitored by reading elevations of the markers. We have estimated a 12-month period for a 12-foot high surcharge based on experiences we have had in the Port Center area. Soil conditions should not vary greatly at the Anchor Street crossing, but a foundation survey should be made to determine whether we are "in the ball park."

The fill width shown on the sketch is based on past experiences with dredge filling under similar conditions with a portion of the material deposited underwater. Machine hauled material could be placed in an area subject to highwater at a 2:1 slope. The saving would amount to about 5,000 cubic yards.

Disposal of the surcharge material could be on Port property adjacent to the site.

Cost estimates for placing fill are:

1. Dredge fill to Elevation 26

   110,000 CY @ $0.94 = $103,400

2. Surcharge material stockpiled

   35,000 CY @ $0.94 = 32,900

3. Machine haul remaining fill and surcharge

   35,000 CY @ $1.25 = 43,750

4. Remove surcharge

   18,000 CY @ $0.75 = 13,500

   $193,550

Cost estimate for truck hauling purchased fill material from Hayden Island source if available

140,000 CY @ $4.00 = $560,000

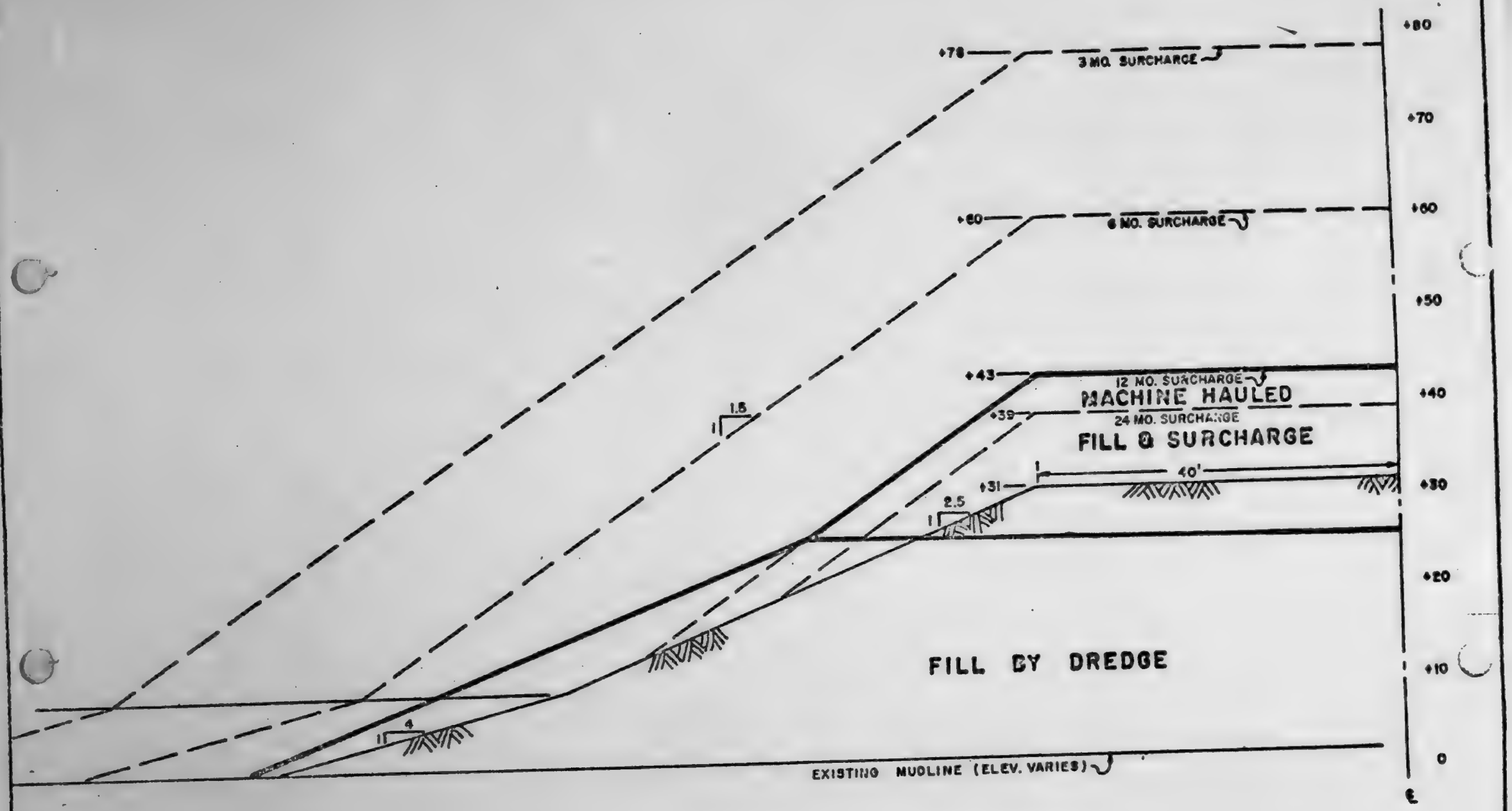
Remove surcharge

18,000 CY @ $0.75 = 13,500

$573,500

Savings estimate - about $380,000

ES16F-R



SWAN ISLAND INDUSTRIAL PARK

ANCHOR STREET FILL

R.P.G. 6/8/79

NOTE:

EXIST. OUTFALLS (⊙)
PROTECTED AND PRESER

N

N. BASIN AVE.

FREIGHTLINER CORP.

SEARS

SWAN ISLAND LAGOON DISPOSAL AREA

BOAT RAMP

N. LAGOON AVE.

T.O.B. +30±

W.L. +5±

E SPILLWAY CULVERT I.E. +16±

FRED MEYER

A

B

E

N. BALLAST ST.

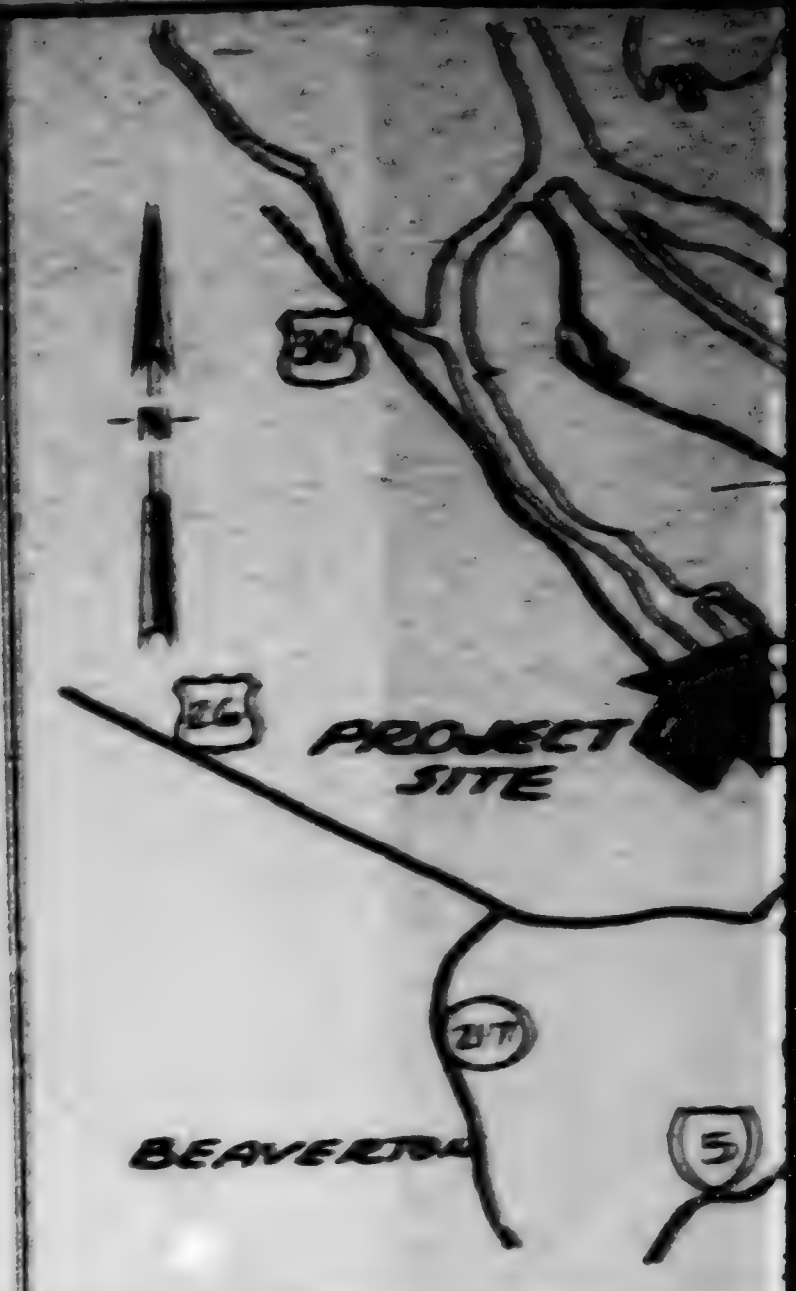
N. CHANNEL

E FILL CULVERT I.E. +21±

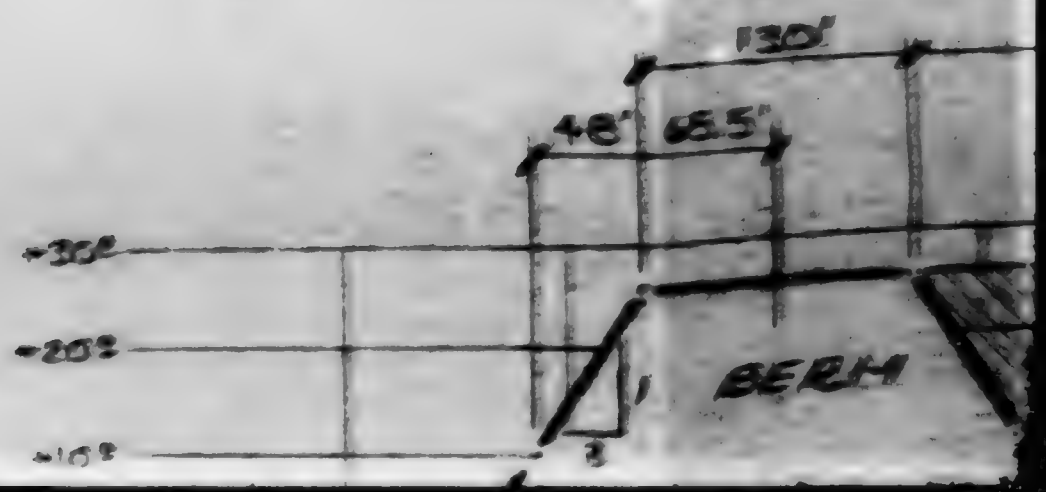
1600' CHIP

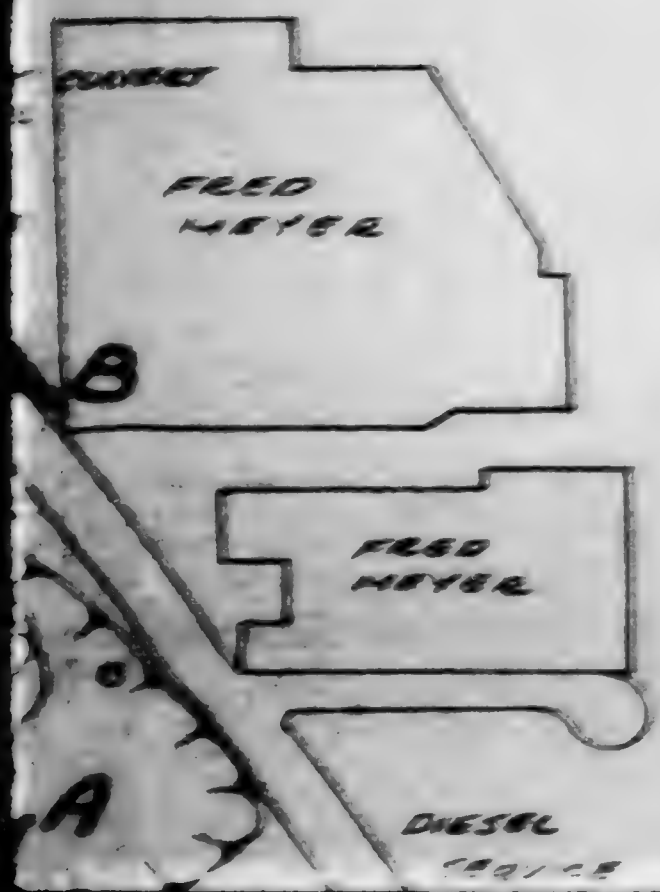
0+00

...BUTTRESS - (B) TO BE
... AND PRESERVED.

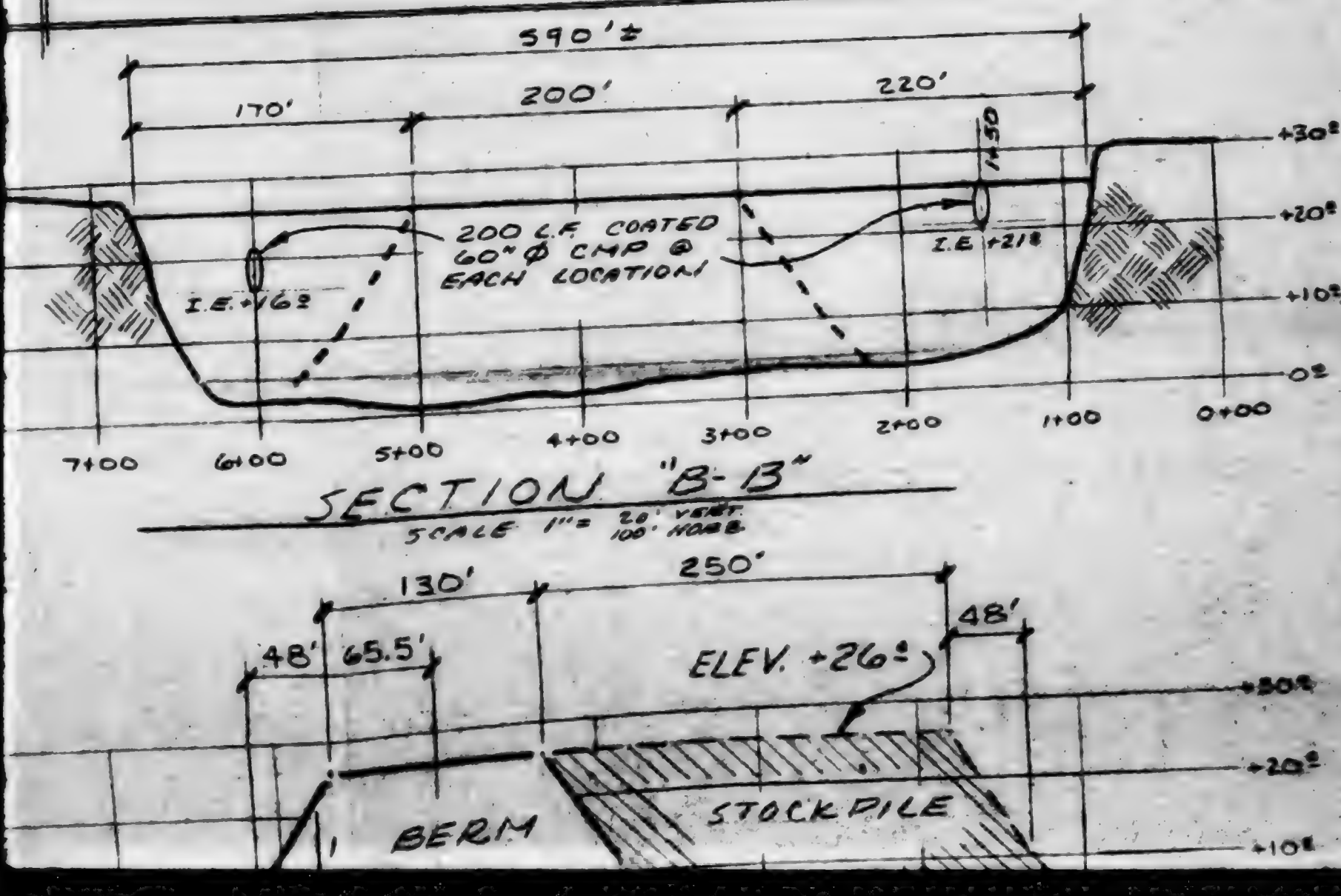


SECTION

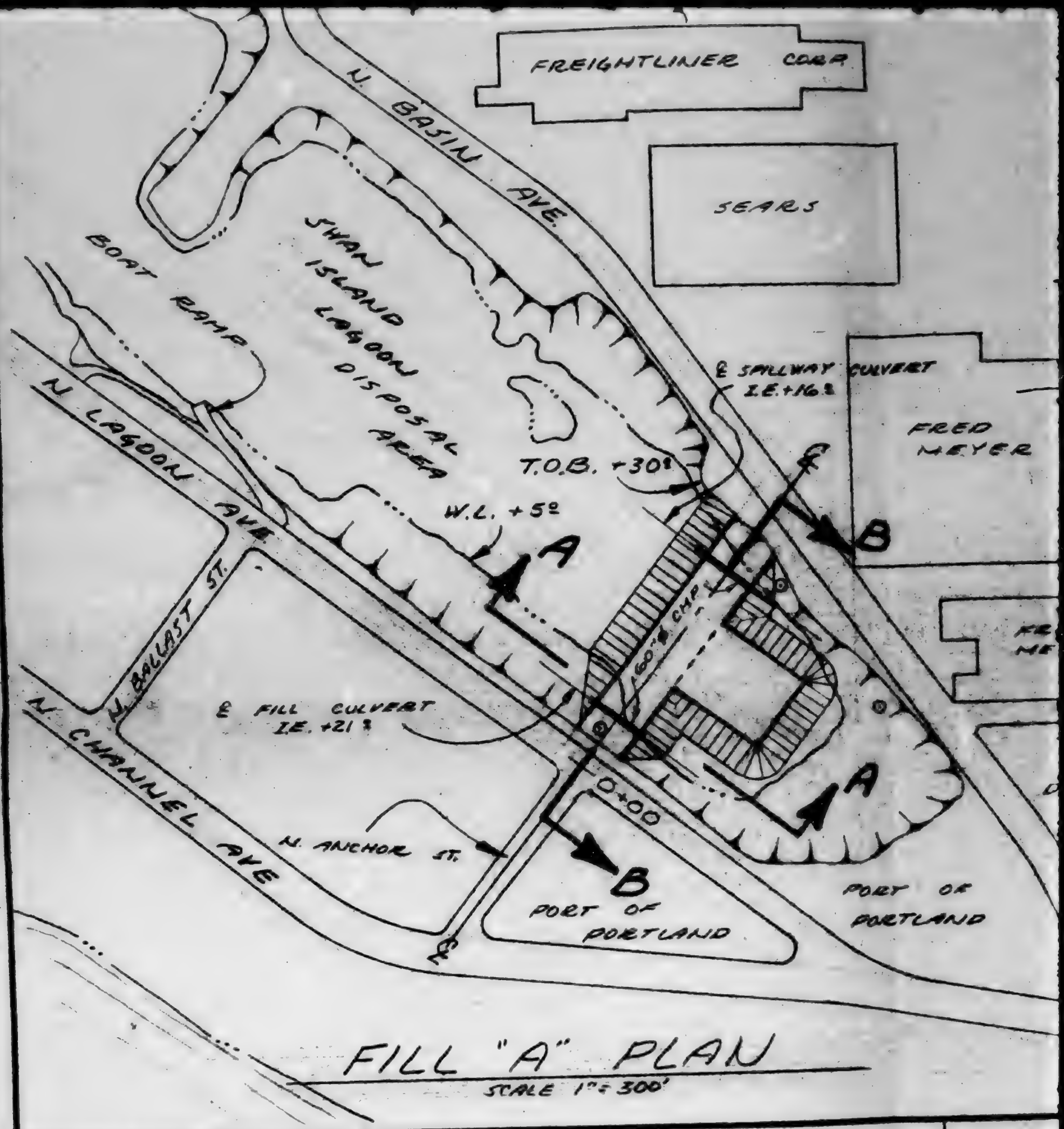




VICINITY MAP
NOT TO SCALE



SECTION "B-B"
SCALE 1" = 20' VERT. 100' HORIZ.



FILL "A" PLAN

SCALE 1"=300'

NO	DATE	BY	REVISIONS	APP'V'D
1	9/5/79	DM	CORRECTED SECTION B-B AND ADDED 2-60"ø CULVERTS W/ I.E. 16± & 18± AS SHOWN	

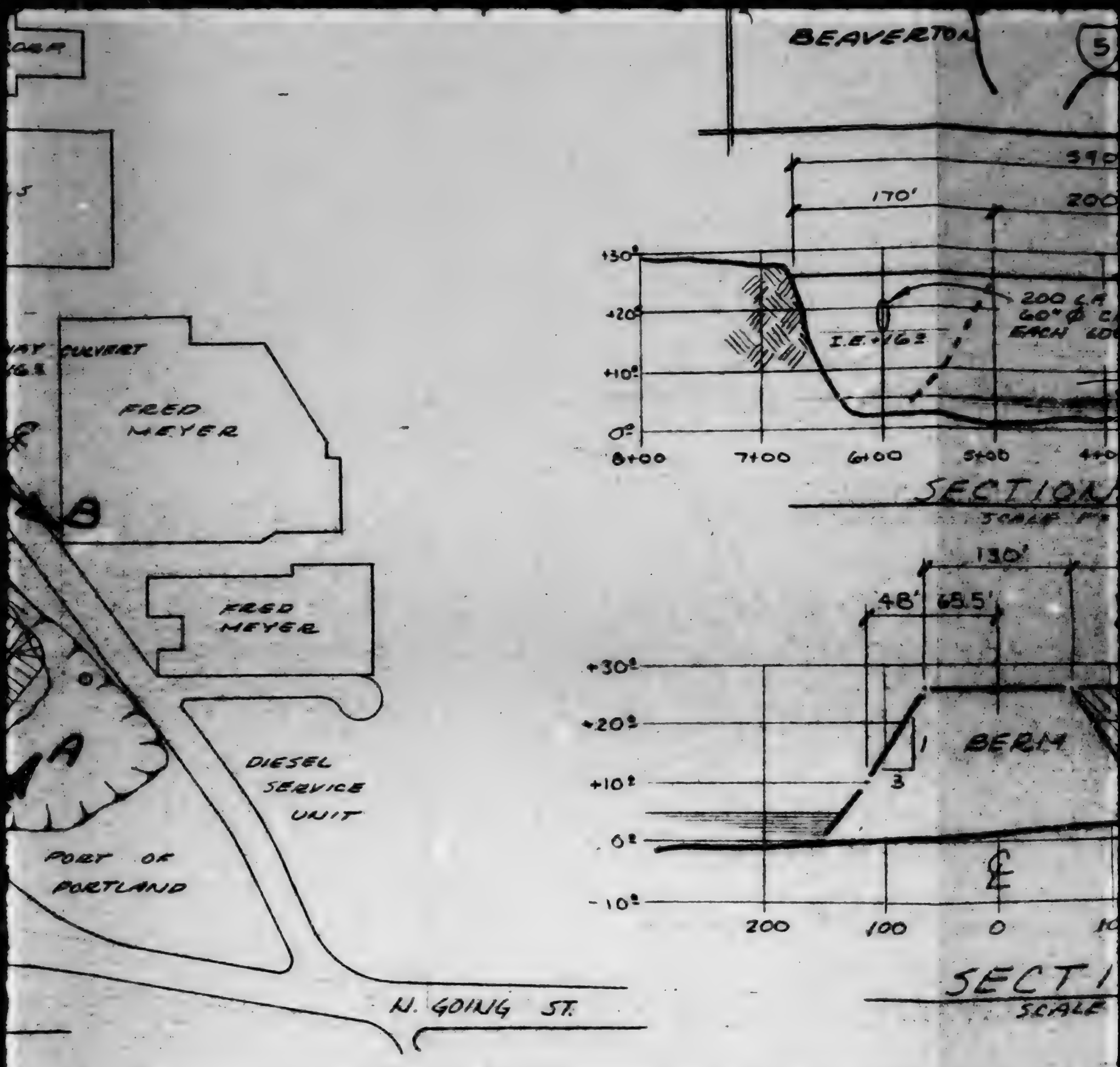
DESIGNED BY

DRAWN BY

CHECKED BY

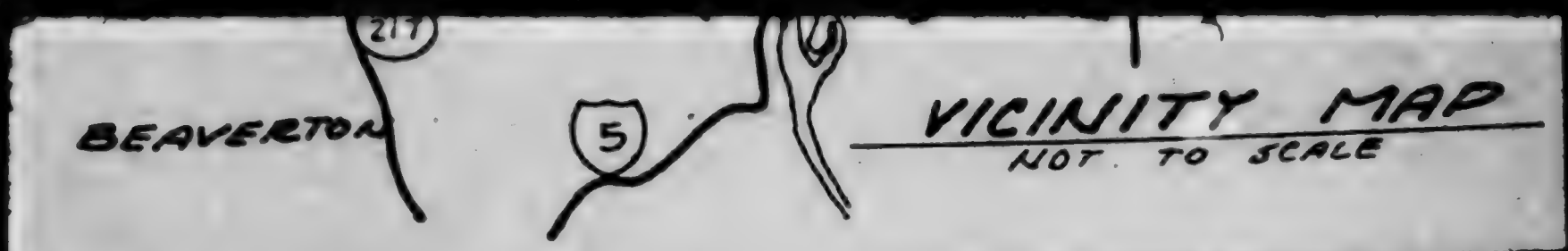
DATE

SCALE

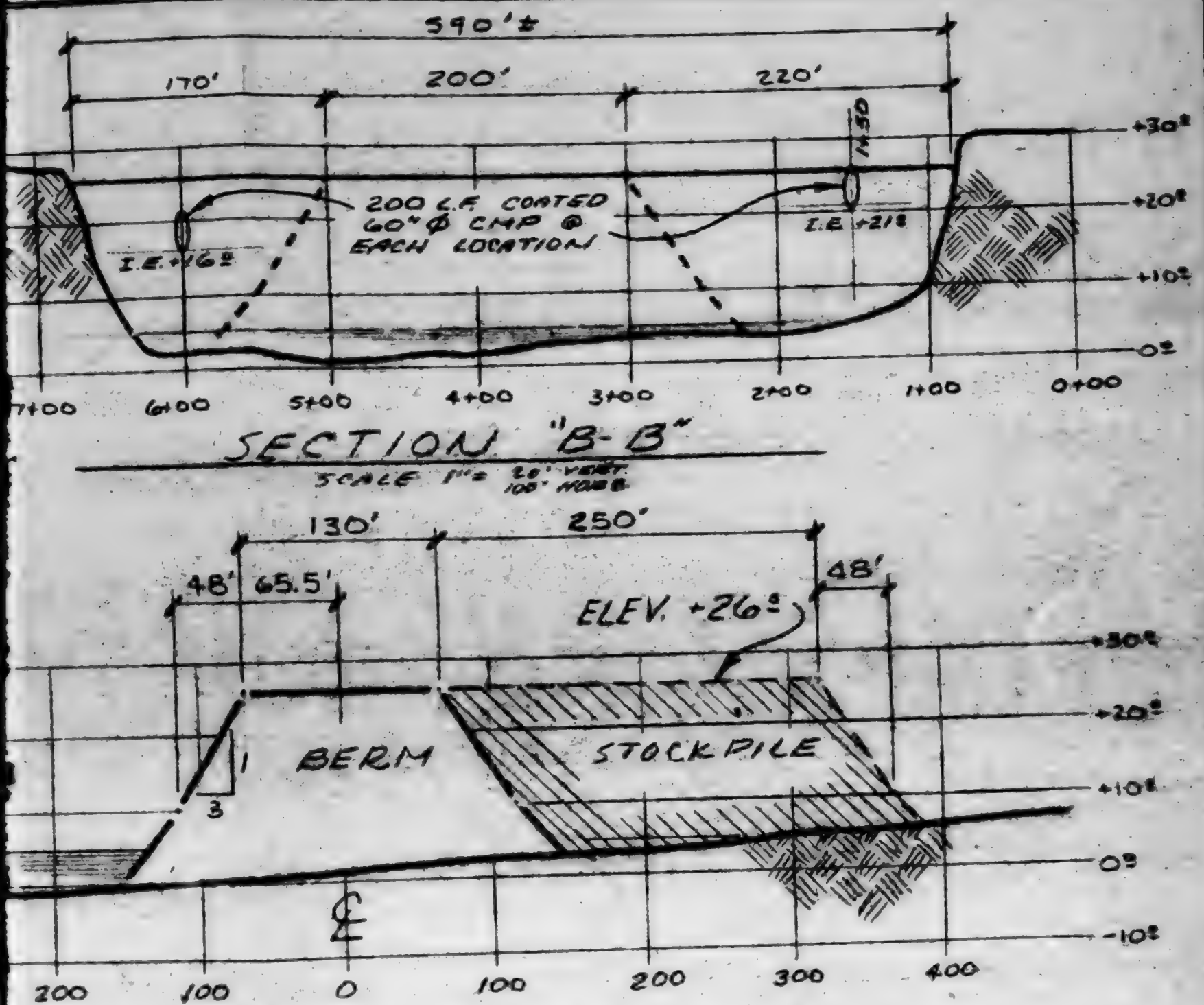


DESIGNED BY	K.N. WEBER
DRAWN BY	D.V. MARLOW
CHECKED BY	K.N WEBER
DATE	6-7-79
SCALE	SHOWN

K.N. Weber
PROJECT MANAGER



VICINITY MAP
NOT TO SCALE



SECTION "B-B"
SCALE 1" = 20' VERT. 100' HORIZ.

SECTION "A-A"
SCALE 1" = 20' VERT. 100' HORIZ.

MANAGER

THE PORT OF PORTLAND
PORTLAND, OREGON

SWAN ISLAND INDUSTRIAL PARK
ANCHOR ST. EXTENSION
DREDGE FILL PERMIT

SUBMITTED BY
R. J. Hellmer
MANAGER, ENGR. SERVICES

DRAWING NO.
SI-79-4 1/3

1

Contract No. DACW57-79-C-0091

LOAN OF PORT OF PORTLAND HYDRAULIC PIPELINE DREDGE "OREGON" TO GOVERNMENT
(With Operating Personnel)
DEPARTMENT OF THE ARMY

DUPLICATE ORIGINAL

CONTRACTOR AND ADDRESS:	THE PORT OF PORTLAND 700 N. E. Multnomah Portland, Oregon 97232
CONTRACT FOR:	Loan of Hydraulic Pipeline Dredge OREGON with attendant plant, for channel maintenance dredging.
AMOUNT:	$2,085,000.00 (Not to Exceed)
LOCATION:	40-foot Channel Project, Columbia River Below Vancouver, Washington and Lower Willamette River, Broadway Bridge to the Mouth.
PAYMENT:	To be made by the Disbursing Officer, Corps of Engineers, at P. O. Box 2946, Portland, Oregon 97208

The supplies and services to be obtained by this instrument are authorized by, are for the purposes set forth in, and are chargeable to the following allotments, the available balances of which are sufficient to cover the cost of the same:

FY 79	96X3123 Operation and Maintenance	1,350,000
	96X4902 Revolving Fund	85,000
FY 80	96X3123 Operation and Maintenance	600,000
	96X4902 Revolving Fund	50,000

This contract is authorized by the following laws:

10 U.S.C. 2304(a) 17; River and Harbor Act of 1962, Section 101 (76 Stat. 1177)

 KC

DUPLICATE ORIGINAL

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CONTRACT FOR LOAN OF PLANT OR EQUIPMENT BY GOVERNMENT
(With Operating Personnel)

THIS CONTRACT, entered into this 28th day of June 1979 by the UNITED STATES OF AMERICA (hereinafter called the Government), represented by the Contracting Officer executing this contract, and THE PORT OF PORTLAND, a municipal corporation organized and existing under the laws of the State of Oregon, of the City of Portland in the State of Oregon (hereinafter called the Contractor), witnesseth that:

ARTICLE 1. Scope of this contract.--The Contractor does hereby loan unto the Government for the term of twelve (12) months beginning 1979 July 01, or upon approval of award if prior to that date, and ending 1980 June 30, with all labor necessary for the operation thereof, the following described plant or equipment:

Dredge OREGON, with attendant plant

for the consideration of: the amount set forth in Technical Provision No. 7, Payment., and in accordance with the specifications attached hereto and made a part hereof and designated as:

SCHEDULE A, TECHNICAL PROVISIONS

Delivery of the plant or equipment shall be made as directed by the Contracting Officer.

ARTICLE 2. Extension.--At the option of the Government this contract, with all its terms and provisions, may be extended for such period and as often as the Government may elect, so as to permit continuous use of said plant or equipment, not extending, however, beyond 1982 June 30. The Contracting Officer may exercise this extension by giving written notice of the Government's intention to renew at least sixty (60) days before the contract is to expire. The rates set forth in the Technical Provisions shall be negotiated at the time of each extnesion.

ARTICLE 3. Termination.--This contract may be terminated by the Government by giving 10 days advance written notice at any time after 10 days from the Contracting Officer's signature date of the contract.

ARTICLE 4. Warranty.--The Contractor warrants to the Government the quiet and peaceable use of the aforesaid property, and in case of any disturbance, by suit or otherwise, will defend the same free of charge to the Government in or before the proper State or United States courts.

ARTICLE 5. Contractor's Responsibility.--The Contractor shall be responsible that his employees strictly comply with all Federal, State and municipal laws that may apply to operations under the contract, and it is understood and agreed that the Contractor assumes full responsibility for the safety of his employees, plant and materials and for any damage or

injury done by or to them from any source or cause, except damage caused to plant or equipment by acts of the Government, its officers, agents or employees in which event such damages will be the responsibility of the Government in accordance with applicable Federal laws. For the purpose of this clause the term "officers, agents or employees" of the Government shall not include persons who are employed by the Contractor and whose services have been furnished to the Government pursuant to this or any other contract.

ARTICLE 6. Delays.--If the Contractor refuses or fails to make delivery of the property within the time specified in ARTICLE 1, or any extension thereof, as provided in the specifications, or to maintain the property in serviceable condition and diligently and competently to conduct the specified operations as indicated by the Contracting Officer, the Government may, by written notice, terminate the right of the Contractor to proceed with delivery or with further performance under the contract or such part or parts thereof affected by the delay. Unless otherwise provided in the specifications, the Government shall not be chargeable for out-of-service time due to breakdown not caused by the act or negligence of the Government or its agents, except as described in Paragraph 7.6.1. of the specifications attached hereto.

ARTICLE 7. Deleted.

ARTICLE 8. Disputes

(a) This contract is subject to the Contract Disputes Act of 1978 (41 U.S.C. 601, et. seq.). If a dispute arises relating to the contract, the Contractor may submit a claim to the Contracting Officer who shall issue a written decision on the dispute in the manner specified in DAR 1-314 (FPR 1-1.318).

(b) "Claim" means

(1) a written request submitted to the Contracting Officer;

(2) for payment of money, adjustment of contract terms, or other relief;

(3) which is in dispute or remains unresolved after a reasonable time for its review and disposition by the Government; and

(4) for which a Contracting Officer's decision is demanded.

(c) In the case of disputed requests or amendments to such requests for payment exceeding $50,000, or with any amendment causing the total request in dispute to exceed $50,000, the Contractor shall certify, at the time of submission as a claim, as follows:

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I certify that the claim is made in good faith, that the supporting data are accurate and complete to the best of my knowledge and belief; and that the amount requested accurately reflects the contract adjustment for which the Contractor believes the Government is liable.

(Contractor's Name)

(Title)

(d) The Government shall pay the Contractor interest

(1) on the amount found due on claims submitted under this clause;

(2) at the rates fixed by the Secretary of the Treasury, under the Renegotiation Act, Public Law 92-41;

(3) from the date the Contracting Officer receives the claim, until the Government makes payment.

(e) The decision of the Contracting Officer shall be final and conclusive and not subject to review by any forum, tribunal, or Government agency unless an appeal or action is timely commenced within the times specified by the Contract Disputes Act of 1978.

(f) The Contractor shall proceed diligently with performance of this contract, pending final resolution of any request for relief, claim, appeal or action related to the contract, and comply with any decision of the Contracting Officer. (DAR 7-103.12)

ARTICLE 9. Covenant Against Contingent Fees (1978 JAN).--The Contractor warrants that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by the Contractor for the purpose of securing business. For breach or violation of this warranty, the Government shall have the right to annul this contract without liability or in its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage or contingent fee. (ASPR 7-103.20)

KC

ARTICLE 10. Officials Not to Benefit (1949 JUL).--No member of or delegate to Congress, or resident commissioner, shall be admitted to any share or part of this contract, or to any benefit that may arise therefrom; but this provision shall not be construed to extend to this contract if made with a corporation for its general benefit. (ASPR 7-103.19)

ARTICLE 11. Convict Labor (1975 OCT).--In connection with the performance of work under this contract, the Contractor agrees not to employ any person undergoing sentence of imprisonment except as provided by Public Law 89-176, September 10, 1965 (18 U.S.C. 4082(c)(2)) and Executive Order 11755, December 29, 1973. (ASPR 7-104.17)

ARTICLE 12. Objectionable Employees.--The Contractor will remove from work under this contract any employee who, in the opinion of the Contracting Officer, is objectionable or incompetent. This requirement shall not be made the basis of any claim for compensation or damages against the United States or any of its officers or agents. (ECI-A-301)

ARTICLE 13. Equal Opportunity (1976 JUL).--During the performance of this contract, the Contractor agrees as follows:

(a) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex or national origin. Such action shall include but not be limited to the following: employment, upgrading, demotion, transfer, recruitment or recruitment advertising; layoff or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment notices to be provided by the Contracting Officer setting forth the provisions of this Equal Opportunity clause.

(b) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding a notice to be provided by the agency Contracting Officer, advising the labor union or workers' representative of the Contractor's

commitments under this Equal Opportunity clause and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The Contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The Contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, and by the rules, regulations, and orders of the Secretary of Labor or pursuant thereto, and will permit access to his books, records and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the Contractor's noncompliance with the Equal Opportunity clause of this contract or with any of the said rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part, and the Contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The Contractor will include the provisions of paragraphs (a) through (f) in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that in the event the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the Contractor may request the United States to enter into such litigation to protect the interests of the United States. (ASPR 7-103.18(a))

ARTICLE 14. Assignment of Claims (1962 FEB).--(a) Pursuant to the provisions of the Assignment of Claims Act of 1940, as amended (31 U.S.C. 203, 41 U.S.C. 15), if this contract provides for payments aggregating $1,000 or more, claims for monies due or to become due the Contractor from the Government under this contract may be assigned to a bank, trust company or other financing institution, including any Federal lending

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agency, and may thereafter be further assigned and reassigned to any such institution. Any such assignment or reassignment shall cover all amounts payable under this contract and not already paid, and shall not be made to more than one party, except that such assignment or reassignment may be made to one party as agent or trustee for two or more parties participating in such financing. Unless otherwise provided in this contract, payments to an assignee of any monies due or to become due under this contract shall not, to the extent provided in said Act, as amended, be subject to reduction or setoff. (The preceding sentence applies only if this contract is made in time of war or national emergency as defined in said Act and is with the Department of Defense, the General Services Administration, the Atomic Energy Commission, the National Aeronautics and Space Administration, the Federal Aviation Agency, or any other department or agency of the United States designated by the President pursuant to Clause 4 of the provision of Section 1 of the Assignment of Claims Act of 1940, as amended by the Act of May 15, 1951, 65 Stat. 41.)

(b) In no event shall copies of this contract or of any plans, specifications, or other similar documents relating to work under this contract, if marked "Top Secret," "Secret," or "Confidential," be furnished to any assignee of any claim arising under this contract or to any other person not entitled to receive the same. However, a copy of any part or all of this contract so marked may be furnished, or any information contained therein may be disclosed, to such assignee upon the prior written authorization of the Contracting Officer. (ASPR 7-103.8)

ARTICLE 15. Notice and Assistance Regarding Patent and Copyright Infringement (1965 JAN).--(The provisions of this clause shall be applicable only if the amount of this contract exceeds $10,000.)

(a) The Contractor shall report to the Contracting Officer, promptly and in reasonable written detail, each notice or claim of patent or copyright infringement based on the performance of this contract of which the Contractor has knowledge.

(b) In the event of any claim or suit against the Government on account of any alleged patent or copyright infringement arising out of the performance of this contract or out of the use of any supplies furnished or work or services performed hereunder, the Contractor shall furnish to the Government, when requested by the Contracting Officer, all evidence and information in possession of the Contractor pertaining to such suit or claim. Such evidence and information shall be furnished at the expense of the Government except where the Contractor has agreed to indemnify the

(c) This clause shall be included in all subcontracts. (ASPR 7-103.23)

ARTICLE 16. Accident Prevention (1967 JUN).

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(a) In order to provide safety controls for protection to the life and health of employees and other persons; for prevention of damage to property, materials, supplies and equipment; and for avoidance of work interruptions in the performance of this contract, the Contractor shall comply with all pertinent provisions of Corps of Engineers Manual, EM 385-1-1, dated 1 June 1977, entitled "General Safety Requirements," and will also take or cause to be taken such additional measures as the Contracting Officer may determine to be reasonably necessary for the purpose.

(b) The Contractor will maintain an accurate record of, and will report to the Contracting Officer in the manner and on the forms prescribed by the Contracting Officer, exposure date and all accidents resulting in death, traumatic injury, occupational disease and damage to property, material, supplies and equipment incident to work performed under this contract.

(c) The Contracting Officer will notify the Contractor of any noncompliance with the foregoing provisions and the action to be taken. The Contractor shall, after receipt of such notice, immediately take corrective action. Such notice, when delivered to the Contractor or his representative at the site of the work, shall be deemed sufficient for the purpose. If the Contractor fails or refuses to comply promptly, the Contracting Officer may issue an order stopping all or part of the work until satisfactory corrective action has been taken. No part of the time lost due to any stop orders shall be made the subject of claim for extension of time or for excess costs or damages by the Contractor.

(d) Compliance with the provisions of this article by subcontractors will be the responsibility of the Contractor.

(e) Prior to commencement of the work, the Contractor will:

(1) Submit in writing his proposals for effectuation of this provision for accident prevention;

(2) Meet in conference with representatives of the Contracting Officer to discuss and develop mutual understandings relative to administration of the overall safety program. (ASPR 7-602.42(a) and (b))

ARTICLE 17. Interest (1972 MAY).—Notwithstanding any other provision of this contract, unless paid within thirty (30) days, all amounts that become payable by the Contractor to the Government under this contract (net of any applicable tax credit under the Internal Revenue Code) shall bear interest from the date due until paid and shall be subject to adjustments as provided by Part 6 of Appendix E of the Armed Services Procurement Regulation, as in effect on the date of this contract. The interest rate per annum shall be the interest rate in effect which has been established by the Secretary of the Treasury pursuant to Public Law 92-14; 85 Stat. 97, for the Renegotiation Board, as of the date the amount becomes due as herein provided. Amounts shall be due upon the earliest one of (1) the

date fixed pursuant to this contract; (2) the date of the first written demand for payment, consistent with this contract; including demand consequent upon default termination; (3) the date of transmittal by the Government to the Contractor of a proposed supplemental agreement to confirm completed negotiations fixing the amount; or (4) if this contract provides for revision of prices, the date of written notice to the Contractor stating the amount of refund payable in connection with a pricing proposal or in connection with a negotiated pricing agreement not confirmed by contract supplement. (ASPR 7-104.39)

ARTICLE 18. Gratuities (1952 MAR)

(a) The Government may, by written notice to the Contractor, terminate the right of the Contractor to proceed under this contract if it is found, after notice and hearing, by the Secretary or his duly authorized representative, that gratuities (in the form of entertainment, gifts or otherwise) were offered or given by the Contractor, or any agent or representative of the Contractor, to any officer or employee of the Government with a view toward securing a contract or securing favorable treatment with respect to the awarding or amending, or the making of any determinations with respect to the performing of such contract, provided that the existence of the facts upon which the Secretary or his duly authorized representatives makes such findings shall be in issue and may be reviewed in any competent court.

(b) In the event this contract is terminated as provided in paragraph (a) hereof, the Government shall be entitled (1) to pursue the same remedies against the Contractor as it could pursue in the event of a breach of the contract by the Contractor, and (2) as a penalty in addition to any other damages to which it may be entitled by law, to exemplary damages in an amount (as determined by the Secretary or his duly authorized representative) which shall be not less than three nor more than ten times the costs incurred by the Contractor in providing any such gratuities to any such officer or employee.

(c) The rights and remedies of the Government provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract. (ASPR 7-104.16)

ARTICLE 19. Definitions.--(The following clause is applicable if the procurement instrument identification number is prefixed by the letters "DACW".) As used throughout this contract, the following terms shall have the meanings set forth below:

(a) The term "head of the agency" or "Secretary" as used herein means the Secretary of the Army; and the term "his duly authorized representative" means the Chief of Engineers, Department of the Army, or an individual or board designated by him.

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(b) The term "Contracting Officer" means the person executing this contract on behalf of the Government, and any other officer or civilian employee who is properly designated Contracting Officer; and the term includes, except as otherwise provided in this contract, the authorized representative of a Contracting Officer acting within the limits of his authority.

(c) Except as otherwise provided in this contract, the term "subcontracts" includes purchase orders under this contract. (ASPR 7-103.1-ECI 7-070)

ARTICLE 20. Price Reduction for Defective Costs or Pricing Data - Price Adjustment (1970 JAN).—(The following clause is applicable if this contract is in excess of $100,000.)

(a) This clause shall become operative only with respect to any modification of this contract which involves aggregate increases and/or decreases in costs plus applicable profits in excess of $100,000 unless the modification is priced on the basis of adequate competition, established catalog or market prices of commercial items sold in substantial quantities to the general public, or prices set by law or regulation. The right to price reduction under this clause is limited to defects in data relating to such modification.

(b) If any price, including profit, or fee, negotiated in connection with any price adjustment under this contract was increased by any significant sums because:

(1) The Contractor furnished cost or pricing data which was not complete, accurate and current as certified in the Contractor's Certificate of Current Cost or Pricing Data;

(2) A subcontractor, pursuant to the clause of this contract entitled "Subcontractor Cost or Pricing Data" or "Subcontractor Cost or Pricing Data Price Adjustments" or any subcontract clause therein required, furnished cost or pricing data which was not complete, accurate and current as certified in the subcontractor's Certificate of Current Cost or Pricing Data;

(3) A subcontractor or prospective subcontractor furnished cost or pricing data which was required to be complete, accurate and current and to be submitted to support a subcontract cost estimate furnished by the Contractor but which was not complete, accurate and current as of the date certified in the Contractor's Certificate of Current Cost or Pricing Data; or

(4) The Contractor or a subcontractor or prospective subcontractor furnished any data, not within (1), (2) or (3) above, which was not accurate, as submitted;

the price shall be reduced accordingly and the contract shall be modified in writing as may be necessary to reflect such reduction. However, any reduction in the contract price due to defective subcontract data of a prospective subcontractor, when the subcontract was not subsequently awarded to such subcontractor, will be limited to the amount (plus applicable overhead and profit markup) by which the actual subcontract, or actual cost to the Contractor if there was no subcontract, was less than the prospective subcontract cost estimate submitted by the Contractor, provided the actual subcontract price was not affected by defective cost or pricing data. Note: Since the contract is subject to reduction under this clause by reason of defective cost or pricing data submitted in connection with certain subcontracts, it is expected that the Contractor may wish to include a clause in each such subcontract requiring subcontractor to appropriately indemnify the Contractor. However, the inclusion of such a clause and the terms thereof are matters for negotiation and agreement between the Contractor and subcontractor, provided that they are consistent with ASPR 23-203 relating to "Disputes" provisions in subcontracts. It is also expected that any subcontractor subject to such indemnification will generally require substantially similar indemnification for defective cost or pricing data required to be submitted by his lower tier subcontractors. (ASPR 7-104.29(b))

ARTICLE 21. Audit by Department of Defense (1974 APR).

(a) General. The Contracting Officer or his representative shall have the audit and inspection rights described in the applicable paragraphs (b), (c) and (d) below.

(b) Examination of Costs. If this is a cost reimbursement type, incentive, time and materials, labor hour, or price redeterminable contract, or any combination thereof, the Contractor shall maintain, and the Contracting Officer or his representatives shall have the right to examine books, records, documents and other evidence and accounting procedures and practices, sufficient to reflect properly all direct and indirect costs of whatever nature claimed to have been incurred and anticipated to be incurred for the performance of this contract. Such right of examination shall include inspection at all reasonable times of the Contractor's plants, or such parts thereof, as may be engaged in the performance of this contract.

(c) Cost or Pricing Data. If the Contractor submitted cost or pricing data in connection with the pricing of this contract or any change or modification thereto, unless such pricing was based on adequate price competition, established catalog or market prices of commercial items sold in substantial quantities to the general public, or prices set by law or regulation, the Contracting Officer or his representatives who are employees of the United States Government shall have the right to examine all books,

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records, documents and other data of the Contractor related to the negotiation, pricing or performance of such contract, change or modification, for the purpose of evaluating the accuracy, completeness and currency of the cost or pricing data submitted. Additionally, in the case of pricing any change or modification exceeding $100,000 to formally advertised contracts, the Comptroller General of the United States or his representatives who are employees of the United States Government shall have such rights. The right of examination shall extend to all documents necessary to permit adequate evaluation of the cost or pricing data submitted, along with the computations and projections used therein.

(d) Reports. If the Contractor is required to furnish Cost Information Reports (CIR) or Contract Fund Status Reports (CFSR), the Contracting Officer or his representatives shall have the right to examine books, records, documents and supporting materials for the purpose of evaluating (1) the effectiveness of the Contractor's policies and procedures to produce data compatible with the objectives of these reports, and (2) the data reported.

(e) Availability. The materials described in (b), (c) and (d) above shall be made available at the office of the Contractor, at all reasonable times, for inspection, audit, or reproduction, until the expiration of three years from the date of final payment under this contract or such lesser time specified in Appendix M of the Armed Services Procurement Regulation, and for such longer period, if any, as is required by applicable statute, or by other clauses of this contract, or by (1) and (2) below:

(1) If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for a period of three years from the date of any resulting final settlement.

(2) Records which relate to appeals under the "Disputes" clause of this contract, or litigation or the settlement of claims arising out of the performance of this contract, shall be made available until such appeals, litigation or claims have been disposed of.

(f) The Contractor shall insert a clause containing all the provisions of this clause, including this paragraph (f), in all subcontracts exceeding $10,000 hereunder, except altered as necessary for proper identification of the contracting parties and the Contracting Officer under the Government prime contract. (ASPR 7-104.41(a))

ARTICLE 22. Subcontractor Cost or Pricing Data - Price Adjustments (1970 JAN).--(The following clause is applicable if this contract is in excess of $100,000.)

(a) Paragraphs (b) and (c) of this clause shall become operative only with respect to any modification made pursuant to one or more provisions of this contract which involves aggregate increases and/or decreases in costs plus applicable profits expected to exceed $100,000. The requirements of this clause shall be limited to such modifications.

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(b) The Contractor shall require subcontractors hereunder to submit cost or pricing data under the following circumstances: (1) prior to the award of any subcontract the amount of which is expected to exceed $100,000 when entered into; (2) prior to the pricing of any subcontract modification which involves aggregate increases and/or decreases in costs plus applicable profits expected to exceed $100,000; except where the price is based on adequate price competition, established catalog or market prices of commercial items sold in substantial quantities to the general public, or prices set by law or regulation.

(c) The Contractor shall require subcontractors to certify that to the best of their knowledge and belief the cost and pricing data submitted under (b) above is accurate, complete and current as of the date of agreement on the negotiated price of the subcontract or subcontract change or modification.

(d) The Contractor shall insert the substance of this clause including this paragraph (d) in each subcontract which exceeds $100,000. (ASPR 1-104.42(b))

ARTICLE 23. Default (1969 AUG).—(a) The Government may, subject to the provisions of paragraph (c) below, by written notice of default to the Contractor, terminate the whole or any part of this contract in any one of the following circumstances:

(1) If the Contractor fails to make delivery of the supplies or to perform the services within the time specified herein or any extension thereof; or

(2) If the Contractor fails to perform any of the other provisions of this contract, or so fails to make progress as to endanger performance of this contract in accordance with its terms, and in either of these two circumstances does not cure such failure within a period of 10 days (or such longer period as the Contracting Officer may authorize in writing) after receipt of notice from the Contracting Officer specifying such failure.

(b) In the event the Government terminates this contract in whole or in part as provided in paragraph (a) of this clause, the Government may procure, upon such terms and in such manner as the Contracting Officer may deem appropriate, supplies or services similar to those so terminated, and the Contractor shall be liable to the Government for any excess costs for such similar supplies or services, provided that the Contractor shall continue the performance of this contract to the extent not terminated under the provisions of this clause.

(c) Except with respect to defaults of subcontractors, the Contractor shall not be liable for any excess costs if the failure to perform the contract arises out of causes beyond the control and without the fault or negligence of the Contractor. Such causes may include, but are not

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restricted to, acts of God or of the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes and unusually severe weather; but in every case the failure to perform must be beyond the control and without the fault or negligence of the Contractor. If the failure to perform is caused by the default of a subcontractor, and if such default arises out of causes beyond the control of both the Contractor and subcontractor, and without the fault or negligence of either of them, the Contractor shall not be liable for any excess costs for failure to perform, unless the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery schedule.

(d) If this contract is terminated as provided in paragraph (a) of this clause, the Government, in addition to any other rights provided in this clause, may require the Contractor to transfer title and deliver to the Government, in the manner and to the extent directed by the Contracting Officer, (1) any completed supplies, and (2) such partially completed supplies and material, parts, tools, dies, jigs, fixtures, plans, drawings, information and contract rights (hereinafter called "manufacturing materials") as the Contractor has specifically produced or specifically acquired for the performance of such part of this contract as has been terminated; and the Contractor shall, upon direction of the Contracting Officer, protect and preserve property in the possession of the Contractor in which the Government has an interest. Payment for completed supplies delivered to and accepted by the Government shall be at the contract price. Payment for completed supplies delivered to and accepted by the Government and for the protection and preservation of property shall be in an amount agreed upon by the the Contractor and Contracting Officer; failure to agree to such amount shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes." The Government may withhold from amounts otherwise due the Contractor for such completed supplies or manufacturing materials such as the Contracting Officer determines to be necessary to protect the Government against loss because of outstanding liens or claims of former liens holders.

(e) If, after notice of termination of this contract under the provisions of this clause, it is determined for any reason that the Contractor was not in default under the provisions of this clause, or that the default was excusable under the provisions of this clause, the rights and obligations of the parties shall, if the contract contains a clause providing for termination for convenience of the Government, be the same as if the notice of termination has been issued pursuant to such clause. If after notice of termination of this contract under the provisions of this clause, it is determined for any reason that the Contractor was not in default under the provisions of this clause, and if this contract does not contain a clause providing for termination for convenience of the Government, the contract shall be equitably adjusted to compensate for such termination and the contract modified accordingly; failure to agree to any such adjustment shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes."

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(f) The rights and remedies of the Government provided in the clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

(g) As used in paragraph (c) of this clause, the terms "subcontractor" and "subcontractors" means subcontractor(s) at any tier. (ASPR 7-103.11)

ARTICLE 24. Affirmative Action for Disabled Veterans and Veterans of the Vietnam Era (1976 JUL).--(This clause is applicable pursuant to 41 C.F.R. 60-250, if this contract is for $10,000 or more.)

(a) The Contractor will not discriminate against any employee or applicant for employment because he or she is a disabled veteran or veteran of the Vietnam era in regard to any position for which the employee or applicant for employment is qualified. The Contractor agrees to take affirmative action to employ, advance in employment and otherwise treat qualified disabled veterans and veterans of the Vietnam era without discrimination based upon their disability or veteran's status in all employment practices such as the following: employment upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship.

(b) The Contractor agrees that all suitable employment openings of the Contractor which exist at the time of the execution of this contract and those which occur during the performance of this contract, including those not generated by this contract and including those occurring at an establishment of the Contractor other than the one wherein the contract is being performed but excluding those of independently-operated corporate affiliates, shall be listed at an appropriate local office of the State employment service system wherein the opening occurs. The Contractor further agrees to provide such reports to such local office regarding employment openings and hires as may be required.

State and local government agencies holding Federal contracts of $10,000 or more shall also list all their suitable openings with the appropriate office of the State employment service, but are not required to provide those reports set forth in paragraphs (d) and (e).

(c) Listing of employment openings with the employment service system pursuant to this clause shall be made at least concurrently with the use of any other recruitment source or effort and shall involve the normal obligations which attach to the placing of a bona fide job order, including the acceptance of referrals of veterans and nonveterans. The listing of employment openings does not require the hiring of any particular job applicant or from any particular group of job applicants, and nothing herein is intended to relieve the Contractor from any requirements in Executive Orders or regulations regarding nondiscrimination in employment.

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(d) The reports required by paragraph (b) of this clause shall include, but not be limited to, periodic reports which shall be filed at least quarterly with the appropriate local office, or, where the Contractor has more than one hiring location in a state, with the central office of that State employment service. Such reports shall indicate for each hiring location (1) the number of individuals hired during the reporting period, (2) the number of nondisabled veterans of the Vietnam era hired, (3) the number of disabled veterans of the Vietnam era hired, and (4) the total number of disabled veterans hired. The reports should include covered veterans hired for on-the-job training under 38 U.S.C. 1787. The Contractor shall submit a report within 30 days after the end of each reporting period wherein any performance is made on this contract identifying data for each hiring location. The Contractor shall maintain at each hiring location copies of the reports submitted until the expiration of one year after final payment under the contract, during which time these reports and related documentation shall be made available, upon request, for examination by any authorized representatives of the Contracting Officer or of the Secretary of Labor. Documentation would include personnel records respecting job openings, recruitment and placement.

(e) Whenever the Contractor becomes contractually bound to the listing provisions of this clause, it shall advise the employment service system in each state where it has establishments of the name and location of each hiring location in the state. As long as the Contractor is contractually bound to these provisions and has so advised the State system, there is no need to advise the State system of subsequent contracts. The Contractor may advise the State system when it is no longer bound by this contract clause.

(f) This clause does not apply to the listing of employment openings which occur and are filled outside of the 50 states, the District of Columbia, Puerto Rico, Guam and the Virgin Islands.

(g) The provisions of paragraphs (b), (c), (d) and (e) of this clause do not apply to openings which the Contractor proposes to fill from within his own organization or to fill pursuant to a customary and traditional employer-union hiring arrangement. This exclusion does not apply to a particular opening once an employer decides to consider applicants outside of his own organization or employer-union arrangement for that opening.

(h) As used in this clause: (1) "All suitable employment openings" includes, but is not limited to, openings which occur in the following job categories: production and nonproduction; plant and office; laborers and mechanics; supervisory and nonsupervisory; technical; and executive, administrative and professional openings as are compensated on a salary basis of less than $25,000 per year. This term includes full-time employment, temporary employment of more than three days' duration, and part-time employment. It does not include openings which the Contractor proposes to fill from within his own organization or to fill pursuant to a customary and traditional employer-union hiring arrangement nor openings in an educational

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institution which are restricted to students of that institution. Under the most compelling circumstances an employment opening may not be suitable for listing, including such situations where the needs of the Government cannot reasonably be otherwise supplied, where listing would be contrary to national security, or where the requirement of listing would otherwise not be for the best interest of the Government.

(2) "Appropriate office of the State employment service system" means the local office of the Federal-State national system of public employment offices with assigned responsibility for serving the area where the employment opening is to be filled, including the District of Columbia, Guam, Puerto Rico and the Virgin Islands.

(3) "Openings which the Contractor proposes to fill from within his own organization" means employment openings for which no consideration will be given to persons outside the Contractor's organization (including any affiliates, subsidiaries and the parent companies) and includes any openings which the Contractor proposes to fill from regularly established "recall" lists.

(4) "Openings which the Contractor proposes to fill pursuant to a customary and traditional employer-union hiring arrangement" means employment openings which the Contractor proposes to fill from union halls, which is part of the customary and traditional hiring relationship which exists between the Contractor and representatives of his employees.

(i) The Contractor agrees to comply with the rules, regulations and relevent orders of the Secretary of Labor issued pursuant to the Vietnam Veterans Readjustment Act, hereinafter referred to as the "Act." (38 U.S.C. 2012)

(j) In the event of the Contractor's noncompliance with the requirements of this clause, actions for noncompliance may be taken in accordance with the rules, regulations and relevant orders of the Secretary of Labor issued pursuant to the Act.

(k) The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the Director, Office of Federal Contract Compliance Programs, provided by or through the Contracting Officer. Such notice shall state the Contractor's obligation under the law to take affirmative action to employ and advance in employment qualified disabled veterans and veterans of the Vietnam era for employment, and the rights of applicants and employees.

(l) The Contractor will notify each labor union or representative of workers with which it has a collective bargaining agreement or other contract understanding, that the Contractor is bound by the terms of the Vietnam Era Veterans Readjustment Assistance Act, and is committed to take affirmative action to employ and advance in employment qualified disabled veterans and veterans of the Vietnam era.

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(m) The Contractor will include the provisions of this clause in every subcontract or purchase order of $10,000 or more unless exempted by rules, regulations or orders of the Secretary issued pursuant to the Act, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the Director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action for noncompliance. (ASPR 7-103.27)

ARTICLE 25. Certification of Requests for Adjustment or Relief Exceeding $100,000 (1979 MAR).--The following clause is applicable if this contract is expected to exceed $100,000 in value)

(a) Any contract claim, request for equitable adjustment to contract terms, request for relief under Public Law 85-804, or other similar request exceeding $100,000 shall, at the time of submission, bear the following certificate given by a senior company official in charge at the plant or location involved:

> I certify that the claim is made in good faith, that the suppor ing data are accurate and complete to the best of my knowledge and belief; and that the amount requested accurately reflects the contract adjustment for which the contractor believes the Government is liable.
>
> _____
> (Official's Name)
>
> _____
> (Title)

(b) The certification in paragraph (a) requires full disclosure of all relevant facts, including cost and pricing data.

(c) The certification requirement is paragraph (a) does not apply to:

(i) requests for routine contract payments, for example, those for payment for accepted supplies and services, routine vouchers under cost reimbursement type contracts and progress payment invoices:

(ii) final adjusts under incentive provisions of contracts;

(iii) claims submitted and certified under the Disputes Clause of this contract by a senior company official in charge at the plant or location involved. (DAR 7-104.102)

ARTICLE 26. Service Contract Act of 1965 (1968 SEP).--This contract, to the extent that it is of the character to which the Service Contract Act of 1965 (P.L. 89-286) applies, is subject to the following provisions and to all other applicable provisions of the Act and the regulations of the Secretary of Labor thereunder (29 C.F.R., Parts 4 and 1516)

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(a) Compensation. Each service employee employed in the performance of this contract by the Contractor or any subcontractor shall be paid not less than the minimum monetary wage and shall be furnished fringe benefits in accordance with the wages and fringe benefits determined by the Secretary of Labor or his authorized representative, as specified in any attachment to this contract. If there is such an attachment, any class of service employees which is not listed therein, but which is to be employed under this contract, shall be classified by the Contractor so as to provide a reasonable relationship between such classifications and those listed in the attachment, and shall be paid such monetary wages and furnished such fringe benefits as are determined by agreement of the interested parties, who shall be deemed to be the contracting agency, the Contractor and the employees who will perform on the contract or their representatives. If the interested parties do not agree on a classification or reclassification which is, in fact, conformable, the Contracting Officer shall submit the question, together with his recommendation, to the Administrator of the Wage and Hour and Public Contracts Divisions, Department of Labor, or his authorized representative, for final determination. Failure to pay such employees the compensation agreed upon by the interested parties or finally determined by the Administrator or his authorized representative shall be a violation of this contract. No employee engaged in performing work on this contract shall in any event be paid less than the minimum wage specified under Section 6(a)(1) of the Fair Labor Standards Act of 1938, as amended ($1.60 per hour).

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(b) Obligation to furnish fringe benefits. The Contractor or subcontractor may discharge the obligation to furnish fringe benefits specified in the attachment or determined conformable thereto by furnishing any equivalent combinations of fringe benefits, or by making equivalent or differential payments in cash, pursuant to applicable rules of the Administrator of the Wage and Hour and Public Contracts Divisions, Department of Labor (Subpart B of Part 4, 29 C.F.R.)).

(c) Minimum wage. In the absence of a minimum wage attachment for this contract, neither the Contractor nor any subcontractor under this contract shall pay any of his employees performing work under the contract (regardless of whether they are service employees) less than the minimum wage specified by Section 6(a)(1) of the Fair Labor Standards Act of 1938 ($1.60 per hour). However, in cases where Section 6(e)(2) of the Fair Labor Standards Act of 1938 is applicable, the rates specified therein will apply. Nothing in this provision shall relieve the Contractor or any subcontractor of any other obligation under law or contract for the payment of a higher wage to any employee.

(d) Notification to employees. The Contractor and any subcontractor under this contract shall notify each service employee commencing work on this contract of the minimum monetary wage and any fringe benefits required to be paid pursuant to this contract, or shall post a notice of such wages and benefits in a prominent and accessible place at the worksite, using such poster as may be provided by the Department of Labor.

(e) Safe and sanitary working conditions. The Contractor or subcontractor shall not permit any part of the services called for by this contract to be performed in buildings or surroundings or under working conditions provided by or under the control or supervision of the Contractor which are unsanitary or hazardous or dangerous to the health or safety of service employees engaged to furnish these services. Except insofar as a noncompliance can be justified as provided in Section 1516.1(c) of Title 29 C.F.R., this will require compliance with the applicable standards, specifications and codes developed and published by the U.S. Department of Labor, any other agency of the United States and any nationally recognized professional organization such as, without limitation, the following:

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National Bureau of Standards, U. S. Department of Commerce
Public Health Service, U. S. Department of Health, Education and Welfare
Bureau of Mines, U. S. Department of the Interior
United States of America Standards Institute (American Standards Association)
National Fire Protection Association
American Society of Mechanical Engineers
American Society for Testing and Materials
American Conference of Governmental Industrial Hygienists

Information as to the latest standards, specifications and codes applicable to the contract is available at the office of the Director of the Bureau of Labor Standards, U. S. Department of Labor, Railway Labor Building, 400 First Street, N. W., Washington, D. C. 20212, or at any of the regional offices of the Bureau of Labor Standards as follows:

(1) North Atlantic Region, 341 Ninth Avenue, Room 920, New York, NY 10001 (Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont, New Jersey and Puerto Rico).

(2) Middle Atlantic Region, 1110-B Federal Building, Charles Center, 31 Hopkins Plaza, Baltimore, MD 21201 (Delaware, District of Columbia, Maryland, North Carolina, Pennsylvania, Virginia and West Virginia).

(3) South Atlantic Region, 1371 Peachtree Street, N. E., Suite 723, Atlanta, GA 30309 (Alabama, Florida, Georgia, Mississippi, South Carolina and Tennessee).

(4) Great Lakes Region, 848 Federal Office Building, 219 South Dearborn Street, Chicago, IL 60604 (Illinois, Indiana, Kentucky, Michigan, Minnesota, Ohio and Wisconsin).

(5) Mid-Western Region, 2100 Federal Office Building, 911 Walnut Street, Kansas City, MO 64106 (Colorado, Idaho, Iowa, Kansas, Missouri, Montana, Nebraska, North Dakota, South Dakota, Utah and Wyoming).

(6) Western Gulf Region, 411 North Akard Street, Room 601, Dallas, TX 75201 (Arkansas, Louisiana, New Mexico, Oklahoma and Texas).

(7) Pacific Region, 10353 Federal Building, 450 Golden Gate Avenue, Box 36017, San Francisco, CA 94102 (Alaska, Arizona, California, Hawaii, Nevada, Oregon, Washington and Guam).

(f) Records. The Contractor and each subcontractor performing work subject to the Act shall make and maintain for three years from the completion of the work records containing the information specified below for each employee subject to the Act and shall make them available for inspection and transcription by authorized representatives of the Administrator of

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the Wage and Hour and Public Contracts Divisions, U. S. Department of Labor.

(1) His name and address.

(2) His work classification or classifications, rate or rates of monetary wages and fringe benefits provided, rate or rates of fringe benefit payments in lieu thereof, and total daily and weekly compensation.

(3) His daily and weekly hours so worked.

(4) Any deductions, rebates or refunds from his total daily or weekly compensation.

(5) A list of monetary wages and fringe benefits for those classes of service employees not included in the minimum wage attachment to this contract, but for which such wage rates or fringe benefits have been determined by the interested parties or by the Administrator of the Wage and Hour and Public Contracts Divisions, Department of Labor, or his authorized representative, pursuant to the labor standards in paragraph (a) of this clause. A copy of the report required by paragraph (j) of this clause shall be deemed to be such a list.

(g) Withholding of payments and termination of contract. The Contracting Officer shall withhold or cause to be withheld from the Government Prime Contractor under this or any other Government contract with the Prime Contractor such sums as he, or an appropriate officer of the Labor Department, decides may be necessary to pay underpaid employees. Additionally, any failure to comply with the requirements of this clause relating to the Service Contract Act of 1965 may be grounds for termination of the right to proceed with the contract work. In such event, the Government may enter into other contracts or arrangements for completion of the work, charging the Contractor in default with any additional cost.

(h) Subcontractors. The Contractor agrees to insert the paragraphs of this clause relating to the Service Contract Act of 1965 in all subcontracts. The term "Contractor" as used in these paragraphs in any subcontract, shall be deemed to refer to the subcontractor, except in the term "Government Prime Contractor."

(i) Service employee. As used in this clause relating to the Service Contract Act of 1965, the term "service employee" means guards, watchmen and any person engaged in a recognized trade or craft, or other skilled mechanical craft, or in unskilled, semi-skilled, or skilled manual labor occupations; and any other employee, including a foreman or supervisor, in a position having trade, craft or laboring experience as the paramount requirement; and shall include all such persons regardless of any contractual relationship that may be alleged to exist between a Contractor or subcontractor and such persons.

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(j) Contractor's report. If there is a wage determination attachment to this contract and one or more classes of service employees which are not listed thereon are to be employed under the contract, the Contractor shall report to the Contracting Officer the monetary wages to be paid and the fringe benefits to be provided each such class of service employee. Such report shall be made promptly as soon as such compensation has been determined as provided in paragraph (a) of this clause.

(k) Regulations incorporated by reference. All interpretations of the Service Contract Act of 1965 expressed in Subpart C of Part 4 (29 C.F.R.) are hereby incorporated by reference to this contract.

(l) These clauses relating to the Service Contract Act of 1965 shall not apply to the following:

(1) Any contract of the United Stated or District of Columbia for construction, alteration and/or repair, including painting and decorating of public buildings or public works;

(2) Any work required to be done in accordance with the provisions of the Walsh-Healey Public Contracts Act (49 Stat. 2036);

(3) Any contract for the carriage of freight or personnel by vessel, airplane, bus, truck, express, railway line, or oil or gas pipeline where published tariff rates are in effect, or where such carriage is subject to rates covered by Section 22 of the Interstate Commerce Act;

(4) Any contract for the furnishing of services by radio, telephone, telegraph or cable companies, subject to the Communications Act of 1934;

(5) Any contract for public utility services, including electric light and power, water, steam and gas;

(6) Any employment contract providing for direct services to a Federal agency by an individual or individuals;

(7) Any contract with the Post Office Department, the principal purpose of which is the operation of postal contract stations;

(8) Any services to be furnished outside the United States. For geographic purposes, the "United States" is defined in Section 8(d) of the Service Contract Act to include any state of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, Outer Continental Shelf Lands, as defined in the Outer Continental Shelf Lands Act, American Samoa, Guam, Wake Island, Eniwetok Atoll, Kwajalein Atoll, Johnston Island. It does not include any other territory under the jurisdiction of the United States or any United States base or possession within a foreign country.

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(9) Any of the following contracts exempted from all provisions of the Service Contract Act of 1965, pursuant to Section 4(b) of the Act, which exemptions the Secretary of Labor hereby finds necessary and proper in the public interest or to avoid serious impairment of the conduct of Government business: contracts entered into by the United States with common carriers for the carriage of mail by rail, air (except air star routes), bus and ocean vessel, where such carriage is performed on regularly scheduled runs of the trains, airplanes, buses and vessels over regularly established routes and accounts for an insubstantial portion of the revenue therefrom.

(m) Notwithstanding any of the provisions in paragraphs (a) through (k) of this clause, relating to the Service Contract Act of 1965, the following employees may be employed in accordance with the following variations, tolerances and exemptions, which the Secretary of Labor hereby finds pursuant to Section 4(b) of the Act to be necessary and proper in the public interest or to avoid serious impairment of the conduct of Government business:

(1) (i) Apprentices, student-learners, and workers whose earning capacity is impaired by age, physical or mental deficiency or injury may be employed at wages lower than the minimum wages otherwise required by Section 2(a)(1) or 2(b)(1) of the Service Contract Act of 1965, without diminishing any fringe benefits or cash payments in lieu thereof required under Section 2(a)(2) of that Act, in accordance with the procedures prescribed for the employment of apprentices, student-learners, handicapped persons and handicapped clients of sheltered workshops under Section 14 of the Fair Labor Standards Act of 1938, in the regulations issued by the Administrator of the Wage and Hour and Public Contracts Divisions of the Department of Labor (Parts 520, 521, 524 and 525 of 29 C.F.R.).

(ii) The Administrator will issue certificates under the Service Contract Act of 1965 for the employment of apprentices, student-learners, handicapped persons or handicapped clients of sheltered workshops not subject to the Fair Labor Standards Act of 1938, or subject to different minimum rates of pay under the two acts, authorizing appropriate rates of minimum wages (but without changing requirements concerning fringe benefits or supplementary cash payments in lieu thereof), applying procedures prescribed by the applicable regulations issued under the Fair Labor Standards Act of 1938 (Parts 520, 521, 524 and 525 of 29 C.F.R.).

(iii) The Administrator will also withdraw, annul or cancel such certificates in accordance with the regulations in Parts 525 and 528 of Title 29 of the Code of Federal Regulations.

(2) An employee engaged in an occupation in which he customarily and regularly receives more than $20 a month in tips may have the amount of his tips credited by his employer against the minimum wage required by Section 2(a)(1) or Section 2(b)(1) of the Act, in accordance with the regulations in Part 531 of 29 C.F.R., provided, however, that the amount of such credit may not exceed 80 cents per hour. (ASPR 7-1903.41(a))

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ARTICLE 27. Contract Work Hours and Safety Standards Act - Overtime Compensation (1971 NOV).--This contract, to the extent that it is of a character specified in the Contract Work Hours and Safety Standards Act (40 U.S.C. 327-333), is subject to the following provisions and to all other applicable provisions and exceptions of such Act and the regulations of the Secretary of Labor thereunder.

(a) Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any laborer or mechanic in any work week in which he is employed on such work to work in excess of eight hours in any calendar day or in excess of forty hours in such work week on work subject to the provisions of the Contract Work Hours and Safety Standards Act unless such laborer or mechanic receives compensation at a rate not less than one and one-half times his basic rate of pay for all such hours worked in excess of eight hours in any calendar day or in excess of forty hours in such work week, whichever is the greater number of overtime hours.

(b) Violation: liability for unpaid wages: liquidated damages. In the event of any violation of the provisions of paragraph (a), the Contractor and any subcontractor responsible therefor shall be liable to any affected employee for his unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic employed in violation of the provisions of paragraph (a) in the sum of $10 for each calendar day on which such employee was required or permitted to be employed on such work in excess of eight hours or in excess of his standard work week of forty hours without payment of the overtime wages required by paragraph (a).

(c) Withholding for unpaid wages and liquidated damages. The Contracting Officer may withhold from the Government Prime Contractor, from any moneys payable on account of work performed by the Contractor or subcontractor, such sums as may administratively be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages as provided in the provisions of paragraph (b).

(d) Subcontracts. The Contractor shall insert paragraph (a) through (d) of this clause in all subcontracts and shall require their inclusion in all subcontracts of any tier.

(e) Records. The Contractor shall maintain payroll records containing the information specified in 29 C.F.R. 516.2(a). Such records shall be preserved for three years from the completion of the contract. (ASPR 7-103.16(a)

ARTICLE 28. Clean Air and Water (1975 OCT).—(Applicable only if the contract exceeds $100,000, or the Contracting Officer has determined that orders under an indefinite quantity contract in any one year will exceed

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$100,000 or a facility to be used has been the subject of a conviction under the Clean Air Act (42 U.S.C. 1857c-8(c)(1)) or the Federal Water Pollution Control Act (33 U.S.C. 1319(c)) and is listed by EPA, or the contract is not otherwise exempt.)

(a) The Contractor agrees as follows:

(1) To comply with all the requirements of Section 114 of the Clean Air Act, as amended (42 U.S.C. 1857, et seq., as amended by Public Law 91-604) and Section 308 of the Federal Water Pollution Control Act (33 U.S.C. 1251, as amended by Public Law 92-500), respectively, relating to inspection, monitoring, entry, reports, and information, as well as other requirements specified in Section 114 and Section 308 of the Air Act and the Water Act, respectively, and all regulations and guidelines issued thereunder before the award of this contract;

(2) That no portion of the work required by this prime contract will be performed in a facility listed on the Environmental Protection Agency List of Violating Facilities on the date this contract was awarded unless and until the EPA eliminates the name of such facility or facilities from such listing;

(3) To use his best efforts to comply with clean air standards and clean water standards at the facilities in which the contract is being performed; and

(4) To insert the substance of the provisions of this clause in any nonexempt subcontract, including this paragraph (4).

(b) The terms used in this clause have the following meanings:

(1) The term "Air Act" means the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Public Law 91-604).

(2) The term "Water Act" means Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Public Law 92-500).

(3) The term "clean air standards" means any enforceable rules, regulations, guidelines, standards, limitations, orders, controls, prohibitions, or other requirements which are contained in, issued under, or otherwise adopted pursuant to the Air Act or Executive Order 11738, an applicable implementation plan as described in Section 110(d) of the Clean Air Act (42 U.S.C. 1857c-5(d), an approved implementation procedure or plan under Section 111(c) or Section 111(d), respectively, of the Air Act (42 U.S.C. 1857c-6(c) or (d)), or an approved implementation procedure under Section 112(d) of the Air Act (42 U.S.C. 1857c-7(d)).

(4) The term "clean water standards" means any enforceable limitation, control, condition, prohibition, standard or other requirement which is promulgated pursuant to the Water Act or contained in a permit

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issued to a discharger by the Environmental Protection Agency or by a state under an approved program, as authorized by Section 402 of the Water Act (33 U.S.C. 1342), or by a local government to ensure compliance with pre-treatment regulations as required by Section 307 of the Water Act (33 U.S.C. 1317).

(5) The term "compliance" means compliance with clean air or water standards. Compliance shall also mean compliance with a schedule or plan ordered or approved by a court of competent jurisdiction, the Environmental Protection Agency or an air or water pollution control agency in accordance with the requirement of the Air Act or Water Act and regulations issued pursuant thereto.

(6) The term "facility" means any building, plant, installation, structure, mine, vessel or other floating craft, location, or site of operations, owned, leased, or supervised by a contractor or subcontractor, to be utilized in the performance of a contract or subcontract. Where a location or site of operations contains or includes more than one building, plant, installation, or structure, the entire location or site shall be deemed to be a facility except where the Director, Office of Federal Activities, Environmental Protection Agency, determines that independent facilities are co-located in one geographical area.

(7) The term "nonexempt contract or subcontract" means a contract or subcontract of more than $100,000 which is not otherwise exempted pursuant to the EPA regulations implementing the Air Act and Water Act (40 C.F.R. 15.5), as further implemented in ASPR 1-2302.4 or in FPR 1-1.2302-4 (whichever is applicable) and the procedures of the Department awarding the contract. (ASPR 7-103.29)

ARTICLE 29. Affirmative Action for Handicapped Workers (1976 MAY).--

(a) The Contractor will not discriminate against any employee or applicant for employment because of physical or mental handicap in regard to any position for which the employee or applicant for employment is qualified. The Contractor agrees to take affirmative action to employ, advance in employment and otherwise treat qualified handicapped individuals without discrimination based upon their physical or mental handicap in all employment practices such as the following: employment, upgrading, demotion or transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

(b) The Contractor agrees to comply with the rules, regulations and relevant orders of the Secretary of Labor issued pursuant to the Act.

(c) In the event of the Contractor's noncompliance with the requirements of this clause, action for noncompliance may be taken in accordance with the rules, regulations and relevant orders of the Secretary of Labor issued pursuant to the Act.

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(d) The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices in a form to be prescribed by the Director, provided by or through the Contracting Officer. Such notices shall state the Contractor's obligation under the law to take affirmative action to employ and advance in employment qualified handicapped employees and applicants for employment, and the rights of applicants and employees.

(e) The Contractor will notify each labor union or representative of workers with which it has a collective bargaining agreement or other contract understanding, that the Contractor is bound by the terms of Section 503 of the Rehabilitation Act of 1973 and is committed to take affirmative action to employ and advance in employment physically and mentally handicapped individuals.

(f) The Contractor will include the provisions of this clause in every subcontract or purchase order of $2,500 or more unless exempted by rules, regulations or orders of the Secretary issued pursuant to Section 503 of the Act, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the Director of the Office of Federal Contract Compliance Programs may direct to enforce such provisions, including action for noncompliance. (ASPR 7-103.28).

ARTICLE 30. Government Property (Cost Reimbursement) (1970 Sep)

(a) Government Furnished Property. The Government shall deliver to the Contractor, for use in connection with and under the terms of this contract, the property described as Government-furnished property in the Schedule or specifications, together with such related data and information as the Contractor may request and as may reasonably be required for the intended use of such property (hereinafter referred to as "Government-furnished property"). The deliver or performance dates for the supplies or services to be furnished by the Contractor under this contract are based upon the expectation that Government-furnished property suitable for use will be delivered to the Contractor at the times stated in the Schedule or, if not so stated, in sufficient time to enable the Contractor to meet such delivery or performance dates. In the event that Government-furnished property is not delivered to the Contractor by such time or times, the Contracting Officer shall, upon timely written request made by the Contractor, make a determination of the delay, if any, occasioned by Contractor and shall equitably adjust the estimated cost, fixed fee, or delivery or performance dates, or all of them, and any other contractual provisions affected by any such delay, in accordance with the procedures provided for in the clause of this contract entitled "Changes". In the event that Government-furnished property is received by the Contractor in a condition not suitable for the intended use, the Contractor shall, upon receipt thereof notify the Contracting Officer of such fact and, as directed by the Contracting Officer, either (i) return such property at the Government's expense or otherwise dispose

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of the property or (ii) effect repairs or modifications. Upon completion of (i) or (ii) above, the Contracting Officer upon written request of the Contractor shall equitably adjust the estimated cost, fixed fee, or delivery or performance dates, or all of them, and any other contractural provision affected by the return or disposition, or the repair or modification in accordance with the procedures provided for in the clause of this contract entitled "Changes". The foregoing provisions for adjustment are exclusive and the Government shall not be liable to suit for breach of contract by reason of any delay in delivery of Government-furnished property or delivery of such property in a condition not suitable for its intended use.

(b) Changes in Government-Furnished Property.

(1) By notice in writing, the Contracting Officer may (i) decrease the property furnished or to be furnished by the Government under this contract, or (ii) substitute other Government-owned property for property to be furnished by the Government, or to be acquired by the Contractor for the Government, under this contract. The Contractor shall promptly take such action as the Contracting Officer may direct with respect to the removal and shipping of property covered by such notice.

(2) In the event of any decrease in or substitution of property pursuant to paragraph (1) above, or any withdrawal of authority to use property provided under any other contract or lease, which property the Government had agreed in the Schedule to make available for the performance of this contract, the Contracting Officer, upon the written request of the Contractor (or, if the substitution of property causes a decrease in the cost of performance, on his own initiative), shall equitably adjust such contractual provisions as may be affected by the decrease, substitution or withdrawal, in accordance with the procedures provided for in the "Changes" clause of this contract.

(c) Title. Title to all property furnished by the Government shall remain in the Government. Title to all property purchased by the Contractor, for the cost of which the Contractor is entitled to be reimbursed as a direct cost under this contract, shall pass to and vest in the Government upon delivery of such property by the vendor. Title to other property, the cost of which is reimbursable to the Contractor under the contract, shall pass to and vest in the Government upon (i) issuance for use of such property in the performance of this contract, or (ii) commencement of processing or use of such property in the performance of this contract, or (iii) reimbursement of the cost thereof by the Government in whole or in part, whichever first occurs. All Government-furnished property, together with all property acquired by the Contractor title to which vests in the Government under this paragraph, are subject to the provisions of this clause and are hereinafter collectively referred to as "Government property". Title to the Government property shall not be affected by the incorporation or attachment thereof to any property not owned by the Government, nor shall such Government property, or any part thereof, be or become a fixture or

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lose its identity as personalty by reason of affixation to any realty.

(d) Property Administration. The Contractor shall comply with the provisions of Appendix B, Armed Services Procurement Regulation, as in effect on the date of the contract, which is hereby incorporated by reference and made a part of this contract. Material to be furnished by the Government shall be ordered or returned by the Contractor, when required, in accordance with the "Manual of Military Standard Requisitioning and Issue Procedure (MILSTRIP) for Defense Contractors" (Appendix H, Armed Services Procurement Regulation) as in effect on the date of this contract, which Manual is hereby incorporated by reference and made a part of this contract.

(e) Use of Government Property. The Government property shall, unless otherwise provided herein or approved by the Contracting Officer, be used only for the performance of this contract.

(f) Utilization, Maintenance and Repair of Government Property. The Contractor shall maintain and administer, in accordance with sound industrial practice, and in accordance with applicable provisions of Appendix B, a program for the utilization, maintenance, repair, protection and preservation of Government property so as to assure its full availability and usefulness for the performance of this contract. The Contractor shall take all reasonable steps to comply with all appropriate directions or instructions which the Contracting Officer may prescribe as reasonably necessary for the protection of Government property.

(g) Risk of Loss.

(1) The Contractor shall not be liable for any loss or damage to the Government property, or for expenses incidental to such loss or damage, except that the Contractor shall be responsible for any such loss or damage (including expenses incidental thereto):

(i) which results from willful misconduct or lack of good faith on the part of any one of the Contractor's directors or officers, or on the part of any of his managers, superintendents, or other equivalent representatives, who has supervision or direction of:

(A) All or substantially all of the Contractor's business; or

(B) all or substantially all of the Contractor's operations at any one plant or separate location, in which this contract is being performed; or

(C) a separate and complete major industrial operation in connection with the performance of this contract;

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(ii) which results from a failure on the part of the Contractor, due to the willful misconduct or lack of good faith on the part of any of his directors, officers, or other representatives mentioned in subparagraph (i) above --

(A) to maintain and administer, in accordance with sound industrial practice, the program for utilization, maintenance, repair, protection and preservation of Government property as required by paragraph (f) hereof, or to take all reasonable steps to comply with any appropriate written direction of the Contracting Officer under paragraph (f) hereof; or

(B) to establish, maintain and administer, in accordance with (d) above, a system for control of Government property;

(iii) for which the Contractor is otherwise responsible under the express terms of the clause or clauses designated in the Schedule;

(iv) which results from a risk expressly required to be insured under this contract, but only to the extent of the insurance so required to be procured and maintained, or to the extent of insurance actually procured and maintained, whichever is greater; or

(v) which results from a risk which is in fact covered by insurance or for which the Contractor is otherwise reimbursed, but only to the extent of such insurance or reimbursement.

Any failure of the Contractor to act, as provided in subparagraph (ii) above, shall be conclusively presumed to be a failure resulting from willful misconduct, or lack of good faith on the part of such directors, officers, or other representatives mentioned in subparagraph (i) above, if the Contractor is notified by the Contracting Officer by registered or certified mail addressed to one of such directors, officers, or other representatives, of the Government's disapproval, withdrawal of approval, or nonacceptance of the Contractor's program or system. In such event it shall be presumed that any loss or damage to Government property resulted from such failure. The Contractor shall be liable for such loss or damage unless he can establish by clear and convincing evidence that such loss or damage did not result from his failure to maintain an approved program or system, or occurred during such time as an approved program or system for control of Government property was maintained.

If more than one of the above exceptions shall be applicable in any case, the Contractor's liabiiity under any one exception shall not be limited by any other exception. If the Contractor transfers Government property to the possession and control of a subcontractor, the transfer shall not affect the liability of the Contractor for loss or destruction of or damage to the property as set forth above. However, the Contractor shall require the subcontractor to assume the risk of, and be responsible for, any loss or destruction of or damage to the property while in the latter's possession

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or control, except to the extent that the subcontract, with the prior approval of the Contracting Officer, provides for the relief of the subcontractor from such liability. In the absence of such approval, the subcontract shall contain appropriate provisions requiring the return of all Government property in as good condition as when received, except for reasonable wear and tear or for the utilization of the property in accordance with the provisions of the prime contract.

(2) The Contractor shall not be reimbursed for, and shall not include as an item of overhead, the cost of insurance, or any provision for a reserve, covering the risk of loss of or damage to the Government property, except to the extent that the Government may have required the Contractor to carry such insurance under any other provisions of this contract.

(3) Upon the happening of loss or destruction of or damage to the Government property, the Contractor shall notify the Contracting Officer thereof, and shall communicate with the Loss and Salvage Organization, if any, now or hereafter designated by the Contracting Officer, and with the assistance of the Loss and Salvage Organization so designated (unless the Contracting Officer has designated that no such organization be employed), shall take all reasonable steps to protect the Government property from further damage, separate the damaged and undamaged Government property, put all the Government property in the best possible order, and furnish to the Contracting Officer a statement of:

(i) the lost, destroyed and damaged Government property;

(ii) the time and origin of the loss, destruction or damage;

(iii) all known interests in commingled property of which the Government property is a part; and

(iv) the insurance, if any, covering any part of or interest in such commingled property. The Contractor shall make repairs and renovations of the damaged Government property or take such other action, as the Contracting Officer directs.

(4) In the event the Contractor is indemnified, reimbursed, or otherwise compensated for any loss or destruction of or damage to the Government property, he shall use the proceeds to repair, renovate or replace the Government property involved, or shall credit such proceeds against the cost of the work covered by the contract, or shall otherwise reimburse the Government, as directed by the Contracting Officer. The Contractor shall do nothing to prejudice the Government's right to recover against third parties for any such loss, destruction, or damage and, upon the request of the Contracting Officer, shall, at the Government's expense, furnish to the Government all reasonable assistance and cooperation (including the prosecution of suit and the execution of instruments of assignment in favor of the Government) in obtaining recovery. In addition, where the subcontractor has not been relieved from liability for any loss or

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destruction of or damage to Government property, the Contractor shall enforce the liability of the subcontractor for such loss or destruction of or damage to the Government property for the benefit of the Government.

(h) Access. The Government, and any persons designated by it, shall at all reasonable times have access to the premises where any of the Government property is located, for the purpose of inspecting the Government property.

(i) Final Accounting and Disposition of Government Property. Upon the completion of this contract, or at such earlier dates as may be fixed by the Contracting Officer, the Contractor shall submit to the Contracting Officer in a form acceptable to him, inventory schedules covering all items of the Government Property not consumed in the performance of this contract, or not theretofore delivered to the Government, and shall deliver or make such other disposal of such Government Property as may be directed or authorized by the Contracting Officer. The net proceeds of any such disposal shall be credited to the cost of the work covered by the contract or shall be paid in such manner as the Contracting Officer may direct. The foregoing provisions shall apply to scrap from Government Property; provided, however, that the Contracting Officer may authorize or direct the Contractor to omit from such inventory schedules any scrap consisting of faulty castings or forgings, or cutting and processing waste, such as chips, cuttings, borings, turnings, short ends, circles, trimmings, clippings, and remnants, and to dispose of such scrap in accordance with the Contractor's normal practice and account therefor as a part of general overhead or other reimbursable cost in accordance with the Contractor's established accounting procedures.

(j) Restoration of Contractor's Premises and Abandonment. Unless otherwise provided herein, the Government:

(i) may abandon any Government property in place, and thereupon all obligations of the Government regarding such abandoned property shall cease; and

(ii) has no obligation to the Contractor with regard to restoration or rehabilitation of the Contractor's premises, neither in case of abandonment (paragraph (j)(i) above), disposition on completion of need or of the contract (paragraph (i) above), nor otherwise, except for restoration or rehabilitation costs caused by removal of Government property pursuant to paragraph (b) above.

(k) Communications. All communications issued pursuant to this clause shall be in writing or in accordance with the "Manual for Military Standard Requisitioning and Issue Procedure (MILSTRIP) for Defense Contractors" (Appendix H, Armed Services Procurement Regulation).

ARTICLE 31. Continuing Contracts (1977 OCT).--This is a continuing contract, as authorized by Section 10 of the River and Harbor Act of September 22, 1922 (33 U.S. Code 621). The payment of some portion of

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the contract price is dependent upon reservations of funds from future appropriations. The responsibilities of the Government are limited by this clause, notwithstanding any contrary provision of the "Payments to Contractor" clause or any other clause of this contract.

(a) Reserved Funds.

(1) Initial Reserve. The sums of $1,350,000.00 O&M and $85,000.00 Revolving Fund have been reserved for this contract and are available for payments to the Contractor during the current fiscal year. It is expected that Congress will make appropriations for future fiscal years from which additional funds will be reserved for this contract.

(2) Limitation of Progress Payments to Reserved Funds. Failure to make payments in excess of the amount currently reserved, or that may be reserved from time to time, shall not entitle the Contractor to a price adjustment under the terms of this contract except as specifically provided in Paragraph (c) below. No such failure shall constitute a breach of this contract, except that this provision shall not bar a breach-of-contract action if an amount finally determined to be due as a termination allowance remains unpaid for one year due solely to a failure to reserve sufficient additional funds therefor.

(b) Additional Funds.

(1) Reserves of Additional Funds. The Government may at any time reserve additional funds for payments under the contract if there are funds available for such purpose. The Contracting Officer will promptly notify the Contractor in writing of any additional funds reserved for the contract.

(2) Contractor's Notice of Funds Exhaustion. If earnings will be such that funds reserved for the contract will be exhausted before the end of the fiscal year, the Contractor shall give written notice to the Contracting Officer of the estimated date of exhaustion and the amount of additional funds which will be needed to meet payments due or to become due under the contract during that fiscal year. This notice shall be given not less than 45 nor more than 60 days prior to the estimated date of exhaustion.

(c) Exhaustion of Funds. No payments will be made after exhaustion of funds except to the extent that additional funds are reserved for the contract. The Contractor shall be entitled to simple interest on any payment that the Contracting Officer determines was actually earned under the terms of the contract and would have been made except for exhaustion of funds. Interest shall be computed from the time such payment would otherwise have been made until actually or constructively made, and shall be at the rate established by the Secretary of the Treasury pursuant to Public Law 92-41, 85 Stat. 97, for the Renegotiation Board, as in effect on the first day of the delay in such payment.

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(d) Excess Reservation of Funds. If at any time it becomes apparent that the funds reserved for any fiscal year are in excess of the funds required to meet all payments due or to become due the Contractor because of work performed and to be performed under the contract during the fiscal year, the Government reserves the right, after notice to the Contractor, to reduce said reservation by the amount of such excess. (EC 1180-1-167)

ARTICLE 32. Utilization of Minority Business Enterprises (1971 NOV).--(The following clause is applicable if this contract is in excess of $10,000):

(a) It is the policy of the Government that Minority Business Enterprises shall have the maximum practicable opportunity to participate in the performance of Government contracts.

(b) The Contractor agrees to use his best efforts to carry out this policy in the award of his subcontracts to the fullest extent consistent with the efficient performance of this contract. As used in this contract, the term "minority business enterprise" means a business, at least 50 percent of which is owned by minority group members or, in case of publicly-owned businesses, at least 51 percent of the stock of which is owned by minority group members. For the purposes of this definition, minority group members are Negroes, Spanish-speaking American persons, American-Orientals, American-Indians, American Eskimos, and American Aleuts. Contractors may rely on written representations by subcontractors regarding their status as minority business enterprises in lieu of an independent investigation. (DAR 7-104.36(a)).

ARTICLE 33. Minority Business Enterprises Subcontracting Program (1971 NOV).--The following clause is applicable if this contract is in excess of $500,000):

(a) The Contractor agrees to establish and conduct a program which will enable minority business enterprises (as defined in the clause, entitled, "Utilization of Minority Business Enterprises") to be considered fairly as subcontractors and suppliers under this contract. In this connection, the Contractor shall:

(1) Designate a liaison officer who will administer the Contractor's "Minority Business Enterprises Program."

(2) Provide adequate and timely consideration of the potentialities of known minority business enterprises in all "make-or-buy" decisions.

(3) Assure that known minority business enterprises will have an equitable opportunity to compete for subcontracts, particularly by arranging solicitations, time for the preparation of bids, quantities, specifications, and delivery schedules so as to facilitate the participation of minority business enterprises.

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(4) Maintain records showing (i) procedures which have been adopted to comply with the policies set forth in this clause, including the establishment of a source list of minority business enterprises, (ii) awards to minority business enterprises on the source list, and (iii) specific efforts to identify and award contracts to minority business enterprises.

(5) Include the "Utilization of Minority Business Enterprises" clause in subcontracts which offer substantial minority business enterprise subcontracting opportunities.

(6) Cooperate with the Contracting Officer in any studies and surveys of the Contractor's minority business enterprises procedures and practices that the Contracting Officer may from time to time conduct.

(7) Submit periodic reports of subcontracting to known minority business enterprises with respect to the records referred to in subparagraph (4) above, in such form and manner and at such time (not more often than quarterly) as the Contracting Officer may prescribe.

(b) The Contractor further agrees to insert, in any subcontract hereunder which may exceed $500,000 provisions which shall conform substantially to the language of this clause, including this paragraph (b), and to notify the Contracting Officer of the names of such subcontractors. (DAR 7-104.36(b)).

ARTICLE 34. Utilization of Small Business Concerns (1968 JAN).--(The following clause is applicable if this contract is in excess of $10,000):

(a) It is the policy of the Government as declared by the Congress that a fair proportion of the purchases and contracts for supplies and services for the Government be placed with small business concerns.

(b) The Contractor agrees to accomplish the maximum amount of subcontracting to small business concerns that the Contractor finds to be consistent with the efficient performance of this contract. (DAR 7-104.14(a)).

ARTICLE 35. Small Business Subcontracting Program (1975 OCT).-- The following clause is applicable if this contract is in excess of $500,000):

(a) The Contractor agrees to establish and conduct a small business subcontracting program which will enable small business concerns to be considered fairly as subcontractors and suppliers under this contract. In this connection, the Contractor shall -

(1) Designate a liaison officer who will (i) maintain liaison with the Government on small business matters, (ii) supervise compliance with the "Utilization of Small Business Concerns" clause, and (iii) administer the Contractor's "Small Business Subcontracting Program."

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(2) Provide adequate and timely consideration of the potentialities of small business concerns in all "make-or-buy" decisions.

(3) Assure that small business concerns will have an equitable opportunity to compete for subcontracts, particularly by arranging solicitations, time for the preparation of bids, quantities, specifications, and delivery schedules so as to facilitate the participation of small business concerns. Where the Contractor's lists of potential small business subcontractors are excessively long, reasonable effort shall be made to give all such small business concerns an opportunity to compete over a period of time.

(4) Maintain records showing (i) whether each prospective subcontractor is a small business concern, (ii) procedures which have been adopted to comply with the policies set forth in this clause, and (iii) with respect to the letting of any subcontract (including purchase orders) exceeding $10,000, information substantially as follows:

(A) Whether the award went to large or small business.

(B) Whether less than three or more than two small business concerns were solicited.

(C) The reason for non-solicitation of small business if such was the case.

(D) The reason for small business failure to receive the award if such was the case when small business was solicited.

The records maintained in accordance with (iii) above may be in such form as the individual Contractor may determine, and the information shall be summarized quarterly and submitted by the purchasing department of each individual plant or division to the Contractor's cognizant small business liaison officer. Such quarterly summaries will be considered to be management records only and need not be submitted routinely to the Government; however, records maintained pursuant to this clause will be kept available for review.

(5) Notify the Contracting Officer before soliciting bids or quotations on any subcontract (including purchase orders) in excess of $10,000 if (i) no small business concern is to be solicited, and (ii) the Contracting Officer's consent to the subcontract (or ratification) is required by a "Subcontracts" clause in this contract. Such notice will state the Contractor's reasons for nonsolicitation of small business concerns and will be given as early in the procurement cycle as possible so that the Contracting Officer may give the Small Business Administration timely notice to permit SBA a reasonable period to suggest potentially qualified small business concerns through the Contracting Officer. In no case will the procurement action be held up when to do so would, in the Contractor's judgment, delay performance under the contract.

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(6) Include the "Utilization of Small Business Concerns" clause in subcontracts which offer substantial small business subcontracting opportunities.

(7) Cooperate with the Contracting Officer in any studies and surveys of the Contractor's subcontracting procedures and practices that the Contracting Officer may from time to time conduct.

(8) Submit DD Form 1140-1 each quarter in accordance with instructions provided on the form, except that where the Contractor elects to report on a corporate rather than a plant basis, he may submit his reports to the Department having the responsibility for the Small Business Subcontracting Program at the corporate headquarters. The reporting requirements of this subparagraph (8) do not apply to Small Business Contractors, Small Business Subcontractors, or educational and nonprofit institutions.

(b) A "small business concern" is a concern that meets the pertinent criteria established by the SBA and set forth in paragraph 1-701 of the Defense Acquisition Regulation.

(c) The Contractor agrees that, in the event he fails to comply with his contractual obligations concerning the small business subcontracting program, this contract may be terminated, in whole or in part, for default.

(d) The Contractor further agrees to insert, in any subcontract hereunder which is in excess of $500,000 and which contains the "Utilization of Small Business Concerns" clause, provisions which shall conform substantially to the language of this clause, including this paragraph (d), and to notify the Contracting Officer of the names of such subcontractors; except that the subcontractor will submit the DD Form 1140-1 reports to the Department having the responsibility for reviewing its Small Business Subcontracting Program. (A subcontractor may request advice from the nearest military purchasing or contract administration activity as to the Department to which he should submit his reports.) (DAR 7-104.14(b)).

ARTICLE 36. Utilization of Labor Surplus Area Concerns (1978 JUN).--(The following clause is applicable if this contract is in excess of $10,000):

(a) It is the policy of the Government to award contracts to labor surplus area concerns, which have agreed to perform substantially in labor surplus areas, where this can be done consistent with the efficient performance of the contract and at prices no higher than are obtainable elsewhere. The Contractor agrees to use his best efforts to place his subcontracts in accordance with this policy.

(b) In complying with paragraph (a) of this clause and with paragraph (b) of this contract entitled "Utilization of Small Business Concerns," the Contractor in placing his subcontracts shall observe the following

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order of preference: (1) labor surplus area concerns which are also small business concerns, (2) other small business concerns, and (3) other labor surplus area concerns. (DAR 7-104.20(a))

ARTICLE 37. Labor Surplus Area Subcontracting Program (1978 JUN).--(The following clause is applicable if this contract is in excess of $500,000):

(a) The Contractor agrees to establish and conduct a program which will encourage labor surplus area concerns to compete for subcontracts within their capabilities. In this connection, the Contractor shall -

(1) Designate a liaison officer who will (i) maintain liaison with duly authorized representatives of the Government on labor surplus area matters, (ii) supervise compliance with the "Utilization of Labor Surplus Area Concerns" clause, and (iii) administer the Contractor's Labor Surplus Area Subcontracting Program;

(2) Provide adequate and timely consideration of the potentialities of labor surplus area concerns in all "make-or-buy" decisions;

(3) Assure that labor surplus area concerns will have an equitable opportunity to compete for subcontracts, particularly by arranging solicitations, time for the preparation of bids, quantities, specifications, and delivery schedules so as to facilitate the participation of labor surplus area concerns;

(4) Maintain records showing procedures which have been adopted to comply with the policies set forth in this clause; and

(5) Include the "Utilization of Labor Surplus Area Concerns" clause in subcontracts which offer substantial labor surplus area subcontracting opportunities.

(b) For subcontracting purposes, a "labor surplus area concern" is a concern that has agreed to perform substantially in labor surplus areas. A concern shall be deemed to perform a substantial proportion of a contract in a labor surplus area if the costs that the concern will incur on account of manufacturing or production in such areas amount to more than 50 percent of the price of such contract.

(c) The Contractor further agrees, with respect to any subcontract hereunder which is in excess of $500,000 and which contains the clause entitled "Utilization of Labor Surplus Area Concerns" that he will insert provisions in the subcontract which will conform substantially to the language of this clause, including this paragraph (c), and that he will furnish the names of such subcontractors to the Contracting Officer. (DAR 7-104.20(b))

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ARTICLE 38. Fair Labor Standards Act Amendment (1974 MAY)

Notwithstanding any other provision of this contract, the minimum wage payment shall be as specified by P.L. 93-259 or the service contract act wage determination rate, if any, whichever is greater.

ARTICLE 39. Wage Rates.--

Wage determination has been requested from U.S. Department of Labor. The following minimum rates will be used in establishing prices and when the official wage rate is received from the Labor Department, the determination will be retroactively incorported into the contract.

Title	Hourly Rate
Asst. Engr. (Pipeline dredge	$10.98
Boom Truck Operator (shore)	7.71
Carpenter mate	7.43
Dredge hand	7.15
Electrician (Marine)	8.56
Leverman 30"	8.27
Machinist	8.56
Mates	8.27
Mechanics dredge	8.27
Oilers	7.71
Tugboat operator 1000 hp	11.51
Welders	8.27
Welder 4/man	10.98
Bulldozer operator D/8 size	8.27
Gen Shore 4/man	11.51
Leveeman	6.04
Mechanic shore	8.27
Shore 4/man	10.76

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IN WITNESS WHEREOF, the parties hereto have executed this contract as of the day and year first above written.

THE UNITED STATES OF AMERICA

By Richard Chandler Jr

LT. Colonel, Corps of Engineers
Contracting Officer

Witnesses:

Charles H Hutchinson
PO Box 3529
(Address)
Portland, Or 97208

Marion J Hector
PO Box 3529
Portland Or 97208
(Address)

THE PORT OF PORTLAND
(Contractor)

By _____
Kenneth Lewis
PRESIDENT

Lee A. Underwood
SECRETARY

APPROVED AS TO FORM:

Bailey J Corbett
of Counsel for the Port of Portland

APPROVED BY COMMISSION:

Date 6-13-79

I, Lee A Underwood, certify that I am Secretary of the Corporation named as Contractor herein; that Kenneth Lewis who signed this contract on behalf of the Contractor was then President of said Corporation; that said contract was duly signed for and on behalf of said Corporation by authority of its governing body and is within the scope of its corporation powers.

(CORPORATE SEAL)

Lee A. Underwood
(Secretary)

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SCHEDULE A

TECHNICAL PROVISIONS

1. SCOPE OF WORK.

1.1 The Contractor shall assist in the work of improving and maintaining the main ship channel in Columbia and Willamette Rivers by loaning to the United States a suitable pipeline dredge in good operating condition, with full crew and equipment, without charge other than reimbursement for the full operating cost of the dredge on a basis approved by the Chief of Engineers, said operating costs to include proportionate maintenance costs based on the period of time the dredge is in use for the United States as provided for in House Document No. 452, 87th Congress, 2nd Session, and House Document No. 6, 73rd Congress, 1st Session, and on a basis approved by the Chief of Engineers. Areas furnished and prepared by the Port of Portland for the disposal of dredged material shall be subject to inspection and approval by the Government as to adequacy of retaining dikes, spillways and other pertinent factors which could contribute to the efficiency of the dredging operation.

The work to be done consists of furnishing the necessary plant, labor, and materials, and performing all work required for dredging and disposing materials within the project channel extending above the project depth of 40 feet below the plane of mean lower low water (MLLW), or as may be directed, in the Willamette River downstream from the Broadway Bridge, Portland, Oregon and in the Columbia River downstream from Vancouver, Washington. Dredging to as much as 5-foot overdepth may be required.

1.2 Scheduling Work. The Contractor will be expected to provide the dredge for exclusive and continuous operation on this contract work except for the occasional widening or adjacent dock front work which is desired by the Contractor and situated outside of the channel limits within the Port. Should the necessity arise for the Contractor to withdraw the dredge with its attendant plant from this contract work to perform work elsewhere, such withdrawal and return will necessarily be done at the expense of the Contractor under a written agreement prepared at the time. The terms of such withdrawal agreements shall provide that no liability accrue to the United States during such withdrawals and that the Port hold the United States harmless from all liability for the Port's and other parties' conduct regarding the plant and equipment during such withdrawal periods.

1.3 Damage by Fire, Collision or Sinking. In case of damage by fire, by collision or by sinking, which would place the dredge out of commission for an extended period, all rental shall cease when the attendant plant is secure at its mooring or an appropriate time will be allowed to secure the plant should the dredge sink. In case of other disaster, appropriate time will-be allowed to moor the remains of the dredge and its attendant plant.

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2. OPERATING DAY. The dredge, together with the necessary attendant plant, shall be operated 24 hours per day on a 3-shift basis or as directed by the Contracting Officer. The operating day will start at 8:00 A. M. and continue until 8:00 A. M. of the following calendar day.

3. NOTICE REGARDING OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA). The Contractor shall comply with the OSHA Standards.

4. SAFETY REQUIREMENTS. In addition to General Safety Requirements Manual, EM 385-1-1, dated 1 June 1977, the Contractor shall comply with the requirement(s) listed below. Paragraph numbers refer to EM 385-1-1 or are added thereto.

a. Paragraph 01.A.05.

(1) The accident prevention proposal required by the General Provision, "Accident Prevention," shall include a detailed hazard analysis of each major phase of construction.

(2) This analysis shall list significant anticipated hazards and specific actions to be taken to prevent injury to personnel or damage to property from such hazards.

(3) For work involving major phases, a separate analysis shall be submitted prior to commencement of each phase. The analysis for the first phase shall be submitted with the accident prevention proposal prior to commencement of work on the contract.

b. Paragraph 07.C.03. Add: Hard hat caution signs, constructed as as shown on attached standard drawing, shall be furnished and installed at locations directed by the Contracting Officer.

5. GOVERNMENT-FURNISHED EQUIPMENT.

5.1 The Government shall furnish the Contractor the following equipment as available to be used in the performance of the work under this contract when mutually agreeable:

2 Tractors (D8)
3 Anchor Barges
2 Flat Barges
1 Oil Barge

This equipment will be F.O.B. U. S. Government Moorings.

5.2 The Contractor shall maintain a program for the utilization including storage, maintenance, repair, protection and preservation of Government-furnished plant. This program shall be continued until Government-furnished plant is returned at the Contracting Officer's request or otherwise disposed of as directed by the Contracting Officer or at such time that the Contractor

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is no longer able to store Government-furnished plant. The Contractor shall provide maintenance and repairs, as needed, except that any maintenance or repair that is expected to exceed $500 will be referred to the Contracting Officer's Representative for determination of necessity and cause. The above $500 limit shall not apply if the repair is of an emergency nature. For this purpose, emergency is defined as a condition that would unduly delay an essential item of work that cannot be performed by other available plant. If an emergency repair is made, a full written report of the circumstances necessitating the repair will be submitted by the Contractor as soon as practicable. Major repairs requiring dry dockage may be accomplished by the Government.

5.3 The Contracting Officer or his authorized representatives shall at all reasonable times have access to the Government plant for periodic inspections.

5.4 Title to the Government-furnished plant shall remain with the Government. The Contractor shall maintain adequate property control records of the Government-furnished plant. The Contractor shall maintain records which indicate the number of days each piece of plant is used during the working month.

5.5 The Government will maintain its self-insurance program for each piece of plant. The Contractor will, however, assume all responsibility for any damage or loss due to negligence. The cost of insurance to cover this responsibility is a reimbursable indirect cost para. 7.2.3.

5.6 The Contractor shall, upon completion of a work period for the Government, place all Government-furnished equipment in a secure storage area and provide appropriate security during periods of dredge tie-up or when working for other than the Government.

5.7 ARTICLE 4 of this contract shall apply equally to Government-furnished equipment as it does to Contractor-furnished equipment.

5.8 Maintenance of Government Plant. The Contractor will be reimbursed for all maintenance and operating costs for use of the Government plant listed in paragraph 5.1. The maintenance charge shall include the cost of (1) maintenance of all machinery and equipment, and (2) all operating supplies not specifically described for payment. These costs are to be billed as they occur and must be submitted separately from other costs under this contract.

6. Equipment.

6.1 Dredge Plant. The dredge plant is to be furnished by the Contractor and shall consist of the following:

30" Pipeline Dredge OREGON
Water Barge
65-foot Dredge Tender (WILLIAMS)
31-foot Crew Boat (SACAGAWEA)
54-foot Work Vessel (DON)
Self-propelled Anchor Barge (SEAMULE)

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Approximately 770 feet of submerged pipeline
Floating and shore pipeline deemed necessary by the Government
Work barges
Non self-propelled anchor barges
Other necessary small plant and equipment or such substitute equipment as considered satisfactory by the Contracting Officer

6.2 Mobile Equipment. The Contractor shall furnish the necessary equipment for shore operations at rates shown in 7.1.4.4.

7. PAYMENTS.

7.1 Payments for work performed under this contract will be made after the end of each calendar month for the following items at rates and by methods shown herein, and must be supported by approved invoices, payrolls or other acceptable proof submitted by the Contractor. The Contractor's accounts will be maintained in such a manner that all costs can be identified and percentages of indirect costs can be verified.

Within 90 days of the end of the contract year, or on completion of the Contractor's and Government's audits, whichever comes later, the daily standard costs shall be adjusted to reflect actual costs. If actual costs exceed budgeted standard costs, additional billings shall be made to the Government. If actual costs are less than budgeted standard costs, refunds shall be made to the Government.

The reimbursable costs shall consist of the following items of work:

7.1.1 Direct Costs:

Managerial, supervisory, clerical and operating labor including the following labor additives:

Overtime Expense	SAIF	Medical Insurance
Vacation Accrual	Health & Welfare Payments	Group Life Insur.
Pension Accrual	Public Liability Insurance	Long-term Disability Insurance
FICA	Excess Liability Insurance	

Equipment fuel & lube
Utilities
Contra
Equipment Rent
Local Transportation
Out-of-town food & lodging, not to exceed $35/day
Other Appropriate Costs

7.1.1.2 Indirect Costs (Budgeted Standard Costs):

See list paragraph 7.2.2.

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7.1.2 Shore Operating Costs. Same as Item 7.1.1.

7.1.3 Booster #3 Operating Costs. Same as Item 7.1.1.

7.1.4 Other Cost Reimbursements Consisting of the Following:

7.1.4.1 General Administrative Costs (G-A) - Proportional share of the Contractor's general administrative expenses applicable to the work performed under this contract by the Dredge OREGON and reasonably incurred for administration of the contract, shall be reimbursed by the Government. The Contractor's general administrative expense shall be allocated to the Dredge OREGON, Portland International Airport, Economic Development Operations, Ship Repair Yard, Marine Terminals and other Port operations based upon gross operating revenue of the various Port activities. The charges for use (income) of the Dredge OREGON, when working for the Port or others, shall not be less than those used when working for the Government under the terms of this contract. No part of the costs of bad debts, contingencies, contributions and donations, entertainment, fines and penalties, interest and other finance costs, legislative expense, public relations, promotional and promotional advertising expense shall be subject to reimbursement by the Government. Costs incurred to provide lands, easements and rights-of-way as required by the Local Cooperation Agreement of the Columbia and Lower Willamette Rivers project shall not be reimbursable. Expenses for the previous fiscal year shall be used as an estimate in calculations of the G-A costs and will be adjusted to the actual at the end of the contract period. No allowance shall be made for profit. No wages, salaries or other costs paid or reimbursed under any other provision of this contract shall be included as a general administrative cost. No allowance shall be made for legal costs incurred in prosecution of claims of litigation against the United States. The Port of Portland departments to be used in determining general administrative costs are as follows:

Executive (excluding travel)
Planning
Research
Finance and Administration
Controller
Accounting
Billing
Data Processing
Budget & Finance
Purchasing
Administration Visual
Communications & Public Safety
Office Services
Personnel
Audit
Legal Administration
Disbursing

7.1.4.2 Depreciation - Depreciation will be reimbursed with the rate being computed using the straight-line method and determined by dividing the "Depreciation Value" by the expected normal life of the equipment.

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7.1.4.3 Marine Development Administrative Labor consisting of one-third of the salary of the Marine Services Director, one-half of the salary of the Business Manager Marine Services, and one-half the salary of the Marine Engineer or equivalent when the Dredge Plant is engaged in work covered by this contract including those labor additives listed in 7.1.1.

7.1.4.4 Mobile Equipment Rental: When Contractor's mobile equipment is used, the following rental rates shall apply:

Equipment	Hourly Charge
Caterpillar D8 Size	$14.88
Paylogger SPB Size	6.28

7.1.4.5 Floating Equipment Used Separately: In the event work for the Corps of Engineers necessitates the services of Dredge Tender WILLIAMS and/or Crew Boat SACAGAWEA and/or Work Boat DON or the self-propelled Anchor Barge SEAMULE before or after the contract period for the Dredge OREGON and balance of dredging plant are not required, costs of necessary operating labor and fuel in addition to rental at the hourly rates set forth in the following schedule shall be paid the Contractor. In the event the tender or the self-propelled barge noted above are engaged in work other than that covered by this contract, costs of necessary operating labor and rentals at the rates set forth in the following schedule shall not be charged to work under this contract, and the Contractor shall assume all liability and responsibility for safety for the duration of the assignment outside the scope of this contract as though the absent items of plant were not a part of this contract.

Schedule of hourly and daily rates to be allowed regardless of the work week being applied. Revenue received for the following items of plant shall be credited to 7.2.2:

Item of Plant	Hourly Rate	Max. Per Day
Dredge Tender WILLIAMS	$30.00	$240.00
Crew Boat SACAGAWEA	30.00	240.00
Work Boat DON	25.00	200.00
Self-propelled Anchor Barge SEAMULE	25.00	200.00

7.1.4.6 The Port may rent the Dredge OREGON to third parties under these conditions:

1. Daily Standard Costs listed in Section 7.4 shall be billed at the rates stated in Section 7.4 adjusted to reflect the latest agreed estimate of total operating days during the contract year. Such billings to third parties shall not be subject to adjustment at the end of the contract year.

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2. Revenues received from third parties per the preceding paragraph shall be used to reduce the actual costs subject to adjustment at year-end under the second paragraph of Section 7.1.

3. All other items shall be billed at rates or by methods as set forth in this contract.

4. The Port may also charge a fee to third parties representing a return on its investment, which fee shall not be a factor in adjustments made at the end of the contract year.

7.2 Indirect Costs to be Recovered. Indirect costs associated with dredge operations are to be recovered through allocations to Dredge Operations 7.1.1 and Shore Operations 7.1.2. The allocations are to be made on a daily charge basis to all jobs employing the Dredge Plant during the contract year. Contractor must provide logs satisfactory to the Government as evidence of proper pro rata allocation. The following costs are to be recovered:

7.2.1 Major Maintenance & Standby Costs:

Managerial, supervisory, clerical & operating labor including those labor additives listed in 7.1.1.1
Maintenance supplies defined as all operating and maintenance purchases in excess of $1,000 unit cost
Unemployment insurance
Equipment fuel and lube
Repairs and renewals
Contract services
Equipment rent
Other appropriate costs

7.2.2 Indirect Costs, Supplies & Services consisting of the following:

Sick leave
Holiday pay
Military leave
Jury Duty leave
Operating supplies defined as all operating & maintenance purchases less than $1,000 unit cost
Office supplies
Janitorial supplies
Heating fuel
Other appropriate supplies
Expensed assets
Equipment fuel & lube
Utilities

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Telephone and telegraph
Repairs and renewals
Contract services
Equipment rent
Other appropriate costs
Rent
Local transportation
Out-of-town travel, food and lodging not to exceed $35/day
Memberships (directly related to professional field)
Management activities
Services performed by other Contractor divisions in direct support of dredge operations

Less: Reimbursements received for services performed by dredge division in support of Contractor's other divisions or capital projects.

7.2.3 Mobilization, demobilization, and insurance consisting of the following:

Managerial, supervisory, clerical & operating labor including those labor additives listed in 7.1.1.1
Equipment fuel and lube
Contract services
Equipment rent
Insurance
Local transportation
Out-of-town travel, food and lodging not to exceed $35/day
Other appropriate costs

7.2.4 Capital Expenditures. The cost of facilities, equipment, other capital assets, and repairs which materially increase the value by $1,000 or more or the useful life of capital assets is allowable when such procurement is specifically approved by the Government.

7.3 Failure to mention a particular item of cost is not intended to imply that it is either allowable or unallowable, rather determination of allowability in each case will be based on the treatment or standards provided for similar or related items of cost.

7.4 Contractor and Government shall jointly establish a contract year budget for the daily standard costs. This budget shall be converted into an operating day standard cost and prorated to total anticipated use of the dredge plant by Government and others.

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The operating day standard cost under this contract is estimated at:

Contract Section	Item	Daily Standard Cost
7.1.4.1	Port G&A Overhead	$1648.00
7.1.4.2	Depreciation	1092.00
7.1.4.3	Marine Services Admin	393.00
7.2.1	Major Maintenance & Standby	2974.00
7.2.2	Indirect Costs	933.00
7.2.3	Mobilization & Demob. & Insurance	1675.00
7.2.4	Capital Expense Recovery	409.00
		$9124.00

7.5 Rates for major additions of equipment to Contractor's present plant such as bulldozers, submerged pipeline handling equipment, or light plants, shall be negotiated prior to use on this contract. Rental equipment deemed necessary by the Government to supplant Contractor-owned plant will be reimbursed at cost to Contractor when properly supported by invoices or other acceptable proof.

7.6 Mobilization and Shutdowns.

7.6.1 Payment for the dredge and its attendant plant, except in situations as provided for in subparagraphs 2 and 3 below, will begin when the dredge and attendant plant leave their Terminal #2 Moorings to move to the site of the work to be done under this contract and will terminate at the time they are returned to said moorings at Portland, Oregon. Time for shutdowns or delays from causes that in the opinion of the Contracting Officer are ordinarily incident to the operations of hydraulic pipeline dredges will be paid for, provided that after twelve hours of continuous shutdown or delay, all payments shall cease until the dredge is again placed in operation under this contract; except that if the dredge must cease operation because of high water or other conditions not suitable for operations, payment shall cease when the dredge arrives at safe moorage and shall not be resumed until the dredge leaves the safe moorage to return to work as approved by the Contracting Officer. If delay begins within twelve hours of the normal lay period, rental payments shall cease upon the beginning of the normal lay period and only the standby labor will be permitted until the beginning of the next normal work day or the end of the delay, whichever occurs latest.

7.6.2 If the dredge and attendant plant are being operated by the Contractor on dredging operations at the time of starting of this contract work, payment for the dredge and its attendant plant will begin at the time of departure of the dredge from the site of operations or at the beginning of time necessary to move the dredge from its regular moorings at Terminal #2, whichever is the lesser. Other situations will be covered by written agreement.

7.6.3 If the Contractor desires to further operate the dredge and attendant plant upon completion of this contract work, payment for the dredge and its attendant plant will cease upon arrival at the desired work site within the

KL

Port of Portland District or at the expiration of time necessary to move the dredge to its regular moorings at Terminal #2, whichever is the lesser. Other situations will be covered by written agreement.

7.6.4 Mobilization costs for Booster No. 3 will be allowed as approved by the Contracting Officer. The payments allowed will be those attributed to the project on which the equipment is required. No payments will be made except as detailed by supplemental agreement prior to commencing work.

7.6.5 Costs of mobilization and demobilization for the dredging season shall be shared by the parties to this contract in proportion to the total days usage for each. Mobilization will end at the time the dredge leaves its Terminal #2 moorage, and demobilization will begin when the dredge returns to its moorage. Mobilization and demobilization shall include such items as assembling pipeline for tow, loading stores and fuel, cleaning quarters and tying up pipeline, but they do not include any repair costs.

7.7 Dockfront Dredging. In those areas where the OREGON is working for both the Contractor and the Government and it is not possible to allocate dredge time to respective parties, payment will be determined on the basis of yardage as follows: The determination of quantity dredged in the Contractor's work will be computed by the Government from the hydrographic charts applicable to performance of the work. The Government's portion of the dredged quantity will be computed on a 1 on 3 side slope landward of the channel limits. A crossline type post-dredge survey will be made in area excavated for the Contractor. The Contractor's portion of the dredged quantity will be that portion excavated landward of the 1 on 3 side slope specified above. If a crossline type survey is physically impossible due to the proximity of docks or other structures, the Contractor's portion of the dredge quantity will be computed on the basis of extending the unsurveyable portion on a landward level slope for the pre-dredge survey and a landward side slope of 1 on 2 for the post-dredge survey. Should rehandling of materials be required, the Contractor will continue to be responsible for costs represented by their proportional yardage as determined above. Allocation of these costs shall be made each month and included in the monthly payment. These monthly allocations of costs shall be subject to adjustment based on quantity computations taken from the above-mentioned pre-dredge and post-dredge surveys. The Contractor shall notify the Government three working days in advance of the performance of the pre-dredge survey for any area where the Contractor desires to dredge outside the area specified by the Government.

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8. TRAFFIC. The normal traffic on the river over the reaches where dredging is to be done consists of launches, log rafts, towboats, barges, ocean-going vessels and Coast Guard patrol boats.

9. CHARACTER OF MATERIALS. Material to be dredged is a mixture of silt, sand and small gravel. Sunken logs, snags and miscellaneous debris may be encountered. The Contractor will not be required to dredge rock or hardpan.

10. SERVICES COVERED BY PRICE QUOTED. For the consideration as herein stated, the Contractor shall furnish and maintain in an efficient operating condition all plant heretofore described and shall furnish the necessary crews and all labor, fuel or electric power, materials and supplies required to operate in accordance with these specifications.

11. MISPLACED MATERIAL. Should the Contractor during the process of the work, loose, dump, throw overboard, sink or misplace any material, plant, machinery or appliance which in the opinion of the Contracting Officer may be dangerous to or obstruct navigation, he shall recover and remove the same with the utmost dispatch. The Contractor shall give immediate notice, with description and location of such obstructions to the Contracting Officer, and when required, shall mark or buoy such obstructions until the same are removed. Should he refuse, neglect or delay compliance with the above requirement, such obstructions may be removed by the Government, and the cost of such removal may be deducted from any money due or to become due to the Contractor.

12. COMPENSATION INSURANCE. The Contractor shall provide adequate workman's compensation insurance for all labor employed on the work who may come within the protection of such laws and shall provide, where practicable, employers' general liability insurance for the benefit of its employees not protected by such compensation laws, and proof of such insurance satisfactory to the Government shall be furnished.

13. OBSTRUCTIONS. The United States will not undertake to keep the channel free from vessels or other obstructions except to the extent of such regulations, if any, as may be prescribed by the Secretary of the Army in accordance with the provisions of Section 7 of the River and Harbor Act approved 8 August 1917. The Contractor will be required to conduct the work in such a manner as to obstruct navigation as little as possible, and in case the Contractor's floating plant so obstructs the channel as to make difficult or endanger the passage of vessels, said plant should be promptly moved on the approach of any vessel to such an extent as may be necessary to afford a practicable passage. Upon completion of the work, the Contractor shall promptly remove his plant, including ranges, buoys, piles and other marks placed by him under the contract in navigable waters or on shore.

14. SIGNAL LIGHTS. The Contractor shall display signal lights and conduct his operations in accordance with the General Regulations of the Department of the Army and of the Coast Guard governing lights and day signals to be displayed by towing vessels with tows on which no signals can be displayed,

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vessels working on wrecks, dredges and vessels engaged in laying cables or pipe or in submarine or bank protection operations, lights to be displayed on dredge pipelines, and day signals to be displayed by vessels of more than 65 feet in length moored or anchored in a fairway or channel, and the passing by other vessels of floating plant working in navigable channels, as approved by the Secretary of the Army, (Title 33 C.F.R. 201.1.16) and the Commandant, U. S. Coast Guard (Title 33 C.F.R. 80.18-80.31a and 95.51-95.70).

15. PROTECTION OF WATER RESOURCES.

15.1 General. The Contractor shall not pollute or contribute in any manner to any existing pollution of lakes, rivers, canals, waterways, ditches, estuaries, bayous, reservoirs or similar water courses with any petroleum products, fuels, oils, lubricants, bitumens, calcium chloride, insecticides, herbicides or other similar toxic materials harmful to fish, shellfish, wildlife or human habitation or detrimental to outdoor recreation or any subsequent use of the available water resources. The Contractor shall investigate and comply with all applicable federal, state, county and municipal laws concerning pollution of water resources.

15.2 Preventive Measures. In addition to general safety requirements stated in EM 385-1-1 for handling and storing petroleum and toxic material products, the Contractor shall prepare a contamination prevention plan detailing all actions and preventive measures to be taken to eliminate potential spills and a containment and cleanup plan to insure proper use of all available materials and equipment for immediate containment and cleanup.

15.3 Contamination Prevention Plan shall be furnished to the Government and shall include a list of all potential hazardous petroleum products and toxic materials on the job site and corresponding provisions taken to prevent accidental or intentional introduction of such materials into the waterway.

15.4 Containment and Cleanup Plan shall be furnished to the Government and shall include the procedures, instructions and reports to be used. This document shall include as a minimum:

15.4.1 Individual, designated by name, who will be responsible for implementing and supervising the containment and cleanup plan.

15.4.2 List of materials and equipment to be immediately available. As a minimum for all work in navigable waterways, the Contractor shall have available at the job site a 200-foot-long oil containment boom, skimming equipment and a cleanup kit. Chemical emulsifiers, dispersants, coagulants or other similar cleanup compounds shall not be used without prior written approval of the Contracting Officer. Materials and equipment for other cleanup work shall be tailored to the potential hazards involved and as directed by the Contracting Officer.

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15.4.3 The Contractor shall furnish the name(s) and location of suppliers of containment materials and name(s) and location of additional fuel oil recovery, cleanup, restoration and disposal equipment available for use in case of an unforeseen spill emergency.

15.4.4 Methods and procedures the prime Contractor will employ for expeditious cleanup by his crew and for work performed by his subcontractors.

15.4.5 Individual, designed by name, who will report any spills to the District Engineer and the U. S. Coast Guard (if appropriate) and who will follow up with complete documentation.

15.5 Unless specifically authorized by the Contracting Officer, no construction shall be started until the Contractor's plans are accepted and approved by the Contracting Officer.

15.6 Erosion Control. Prior to any major construction, the Contractor shall submit a plan for approval of the Contracting Officer showing his scheme for controlling erosion and disposing of wastes. Surface drainage from cuts and fills within the construction limits, whether or not completed, and from borrow and waste disposal areas, shall, if turbidity producing materials are present, be held in suitable sedimentation ponds or shall be graded to control erosion within acceptable limits. Temporary erosion and sediment control measures such as berms, dikes, drains or sedimentation basins, if required to meet the above standards, shall be provided and maintained until permanent drainage and erosion control facilities are completed and operative. The area of bare soil exposed at any one time by construction operations should be held to a minimum.

16. INSPECTIONS. The Government will appoint and pay the salary of the Government Field Supervisor necessary in connection with the dredging operations.

The Contractor shall furnish the Government Field Supervisor on board the dredge a suitable room for office and sleeping purposes. The room shall be fully equipped and maintained to the satisfaction of the Contracting Officer; it shall be properly heated, ventilated, lighted and shall have a desk which can be locked, a comfortable bed and chair, washing conveniences and adequate electric power outlets for a calculating machine. The entire cost to the Contractor for furnishing, equipping and maintaining the foregoing accommodations shall be included in the charge of the dredge. If the Contractor maintains on this work an establishment for the subsistence of its own employees, it shall furnish same to the Government Field Supervisor employed on the work, the cost of which shall be included in the foregoing accommodations charge.

17. CONTROL OF PLANT.

17.1 All plant included in this contract shall be under the control of the Contracting Officer's Representative to the extent necessary to perform

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dredging operations. Such control shall extend to issuance of orders governing hours of work, locations of work, work to be done, depth and width of cut to be made, disposition of material, sequence of work, periods of idleness if impractical to operate and such other instructions as may be necessary to accomplish the work or to protect the Government's interests in reimbursable cost activities. Such orders will be given by the Government supervisors directly to the Contractor's representative who will be at the site of work at all times and will actually supervise and direct the plant during dredging operations on behalf of the Contractor. It is to be clearly understood that Government control of the plant as herein contemplated does not in any way conflict or change the Contractor's responsibility for all plant and equipment as set forth in ARTICLE 5 of this contract.

17.2 The contractor's representative with full authority to act with reference to care and operation of that plant, shall be on the site of the work at all times.

18. Rates and pay items heretofore designated will be subject to review subsequent to the close of each dredging season after detailed audits of all contributive accounts have been made. The Contractor shall be required to reimburse the United States for any payments in excess of the actual full operating cost of the dredge and its equipment. Modification of rates and pay items for the following dredging season may be made if the Contracting Officer finds it necessary to do so in order to secure compliance with applicable provisions of the project document.

19. The rights and remedies of the United States provided in this contract shall not be exclusive and are in addition to any other rights and remedies provided by law or provided under any assurance of local cooperation. Nothing herein contained shall be construed to relieve the Contractor under any assurance of local cooperation.

KC

9380.

9926

File: 326-1978

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

~~September 18, 1979~~
10-17-89

JOHN LANG
Highway Coordinator
City of Portland
400 S.W. Sixth Avenue
Portland, OR 97204

Subject: PRELIMINARY PLANS FOR REVIEW AND APPROVAL
Project: Basin Ave./Going St. Section
Agency: City of Portland

Attached are two sets of preliminary plans for the Anchor St. extension on the Basin/Going improvement project.
Please review these with your staff and after noting any changes, recommendation, or suggestions in red, secure the necessary signatures and return one approved copy to me at this office. So that the project can be scheduled in an orderly manner, we should receive your reply by September 27, 1979.

If you have any questions, Don Fantz is familiar with the project and may be reached by telephone at 238-8244.

Jon Rose
Jon Rose
Federal Aid Specialist

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 1 1979
REFERRED TO
FOR
FILE: PM FA LG
MA PDM PDE TSE SPC
ODOT - METRO
OCT 17 1979
AM PPS FILE T/A

RECEIVED
SEP 19 1979
BUREAU OF STREET AND STRUCTURAL ENGINEERING

From Metro Jon Rose	Date 10/11/79
To Buz Swan	
(Program Mgmt.) Traffic Region 1	

Comments: The attached review plans have been signed by Dave Vargas of the City Engineers office and are returned for further processing
Jon Rose

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

STATE OF ORE

DEPARTMENT OF TRAN

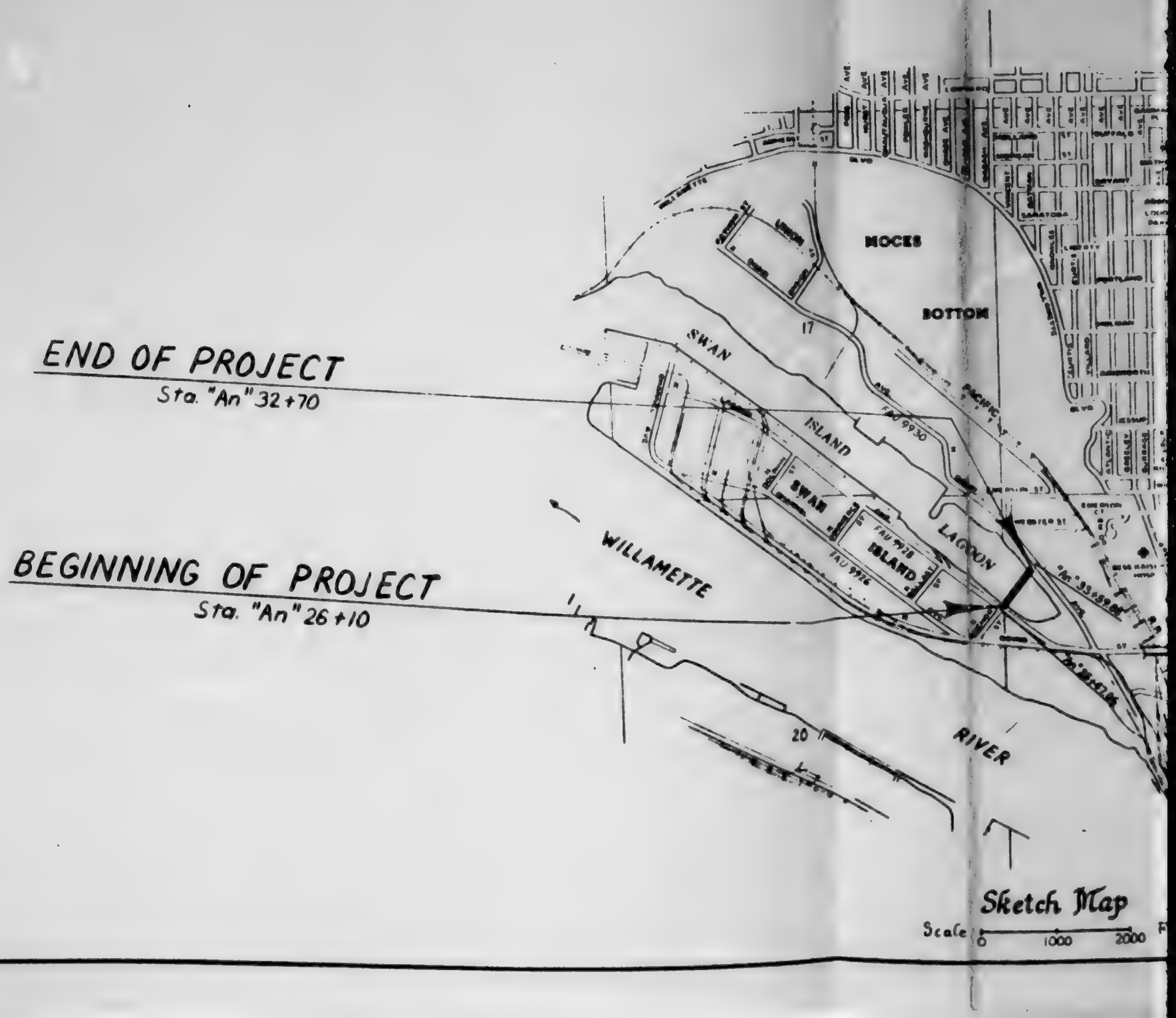
STATE HIGHWAY

PLANS FOR PROPOSED P

N. BASIN AVE. / N. GOING ST

FAU 9930 & 99

MULTNOMAH COUN



TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

GOING ST. (ANCHOR ST.) SEC.

AU 9930 & 9926

ULTNOMAH COUNTY

N. BASIN AVE./N. GOING ST. (ANCHOR ST.) SEC. FAU 9930 & 9926 MULTNOMAH COUNTY				SHEET NO. 1
FED ROAD D. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

PRELIMINARY COPY
SEP 19 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Sketch Map

Scale 0 1000 2000 Feet

T. IN., R. IE.

Portland

APPROVED
CITY OF PORTLAND
by [signature]
10-15-79

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4470 OREGON OCT. 20, 1960 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4052 OREGON MAY 12, 1960 E. S. HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

9380

STATE OF OREGON
HIGHWAY ACCOUNTIING
External Audit Unit
Toll Free: 1-800-452-7813 Ext.2878

INTEROFFICE MEMO

TO: Mainor Holmes
Local Gov't. Programs Unit

DATE: October 17, 1979

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
Earth Metrics, Inc./City of Portland
Going St. Noise Mitigation, Supplement

Following our memo dated September 20, 1979 you have supplied sufficient data for evaluating the referenced proposal.

We have reviewed the accounting provisions of the proposed Supplemental Agreement. With 2 minor arithmetic corrections the proposal is acceptable.

1. The total cost billed under the original agreement, $106,491, when added to this Supplement, $51,440, equals a "maximum amount payable..." of $157,931. An apparent typographical error made this as $157,913.

2. The Cost Breakdown by Task totals only $48,440; perhaps another typo omitted $3,000 from a task shown, or omitted one task.

DWJ:kje

cc: D.W. Jones

To Jon Rose 10-22-79.
MCH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PR ☐
OCT 19 19
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

SP*75683-125

9380

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 9926 IX

October 16, 1979

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Cultural Resources Clearance

TO: D.H. Moehring
Program Management Engineer
Project Management Section

The following projects have been cleared for effect on cultural resources as per FHPM 7-7-2. The below listed projects are, therefore, clear for PS&E approval and contract letting.

1. Airport Interchange, Multnomah County.
2. Mt. Hood Hwy @ Map Corner, Clackamas County.
3. NE Columbia Bend-NE Weidler, Unit 1, Multnomah County.
4. West Approach, Sellwood Bridge, Multnomah County.
5. Columbia Bend. Traffic Signals, Multnomah County.
6. N Basin Ave/N Going St., Multnomah County.
7. Nyberg Creek Bridge (Tualatin), Washington County.
8. SE 82nd Dr. @ Oatfield Rd. (Gladstone), Clackamas County.
9. SE 132nd Ave-SE 142nd Ave., Clackamas County.
10. Multnomah County Public Works Facility, Multnomah County.
11. N Tigard Interchange-SW Beef Bend Rd., Washington County.
12. Haysville Interchange-Battle Creek, Marion County.
13. N Jefferson Interchange-N Albany Interchange, Linn County.
14. Junction City-Airport Rd., Lane County.
15. Little Butte Creek Bridge, Jackson County.
16. Coquille-Glen Aiken Creek & Bunker Hill-Doris Slough, Coos County.
17. Florence-Eugene Hwy @ MP 5.7, Lane County.
18. Maupin-Sherman Hwy, Wasco County.
19. Spring Creek Hill Section, Klamath County.
20. Long Butte Rock Production, Deschutes County.

21. Fossil Rock Production, Wheeler County.
22. Antelope Rock Production, Wasco County.
23. Ironside-Brogan Hill, Malheur County.
24. Spray Rock Production, Wheeler County.
25. Seneca Rock Production, Grant County.
26. Basque Rock Production, Malheur County.

GAP:ct

cc: Don Trout
Don Keyes
Ben Gifford
Buss Sevan
Herold Reynoldson
Pieter Dykman

9380

October 2, 1979

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of September are the following:

Project	Work	Funds Federal	State	Local
A. Portland				
1) Basin Ave.-Going St. Interchange	ROW, Const.	$1,826,867	$ --	$322,400
2) NE 99th Ave.-NE 162nd Ave. (Sandy Blvd.)	PE, Const.	480,250	--	84,750
*3) Scholls Hwy. @ Allen Blvd.	PE, ROW, Const.	122,800	21,700	---
4) NE Col. Blvd. Traf. Sig.	Const.	190,000	20,160	13,440
5) Traf. Signal Replacement (CBD Portland)	Const.	621,552	65,820	43,880
*6) Cornell Rd. @ Murray Blvd.	Const.	86,400	9,150	6,100
B. Salem				
1) Superior St. Vista Ave. (Commercial St. S.)	PE, ROW Const.	2,546,600	--	449,400

* Corrected Submittal

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive

approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9380

pred

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 21, 1979

FROM: F. W. Yarbrough
Soils Engineer

SUBJECT: Basin Ave.-Going Street Inter.
Anchor Avenue Extension

TO: Duane O. Christensen
Final Design Engineer

Field vane shear tests made in the foundation area of the proposed fill for the subject street extension show that the maximum possible height of first stage fill is only about 20-feet. Reasonable assurance that a slump failure does not occur during placing requires a safety factor of at least 1.2, which reduces the probable safe height to about 17-feet.

Port of Portland engineers have told us that they based their judgement that 26-feet is safe on their experience during pumping of a short fill from the east bank about four years ago. However, my opinion is that it is not the same condition as at Anchor Street. They began building the foundation of their fill with sand at elevation -25 and Anchor Street foundation will be 30-feet of soft silty clay down from elevation +4.

We understood (again from discussion with Port engineers) that they do not want to put any fill in the lagoon on the north from Anchor Street. This might obligate us to remove a slump of material into this side if it should occur. Since the other side will be used for stockpiling second stage fill material, a slump on that side will not matter.

Port engineers indicated that it is their intention to pump sand from the harbor to make the fill but they cannot guarantee that some harbor muck may also come up. The harbor muck is that material which settles out from the river, and it is just that, muck. If it does come into the fill, it will contribute to instability and slow consolidation.

Considering all conditions, it appears that three stages of fill placing should be planned. Fill to elevation 20 by hydraulic pumping in the first stage followed by a waiting period of probably 60 days. Place second stage fill to elevation 28 and plan to wait 30 days. Third stage fill then to be placed to elevation 38. This gives a 7-foot thick surcharge which is probably sufficient for a 12-month surcharge time. Another stage of placing should probably be adopted if a higher surcharge is desired.

The total compression in the foundation is estimated to be about 5-feet. Settlement of the surcharge surface is only expected to be about 1-1/2 feet. Most of the settlement will take place before surcharge is placed.

REFERRED TO

Anderson, Christensen, Olson, Beard, Stoudenmayer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Waterig

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

RECEIVED

SEP 24 1979

RECEIVED

The Region Geologist has planned to install remote sensing piezometers and settlement gages to monitor settlement and pore water pressure as placing proceeds.

Port engineers said that the dredge will not pump higher than about elevation 26 without using a booster pump. And they indicated that it would not be economical to mobilize the booster. Therefore, the scheme suggested by FHWA to counterbalance the fill slopes and pump the entire fill into place in one stage cannot be done.

FWY:af

cc: Fred Ericksen
Frank Terpin
Max Klotz
Don Fantz
C. J. Eshelman
Ron Chassie

9380

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT - 2878

INTEROFFICE MEMO

DATE: September 20, 1979

TO: Vernon E. Skoog
Controller

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Earth Metrics/City of Portland
FAP # 1X-9926(2) Supplement

Introduction

The attached memo (City of Portland) dated September 6, 1979, is self-expanatory at this point.

Scope of Review

Our audit survey file is the basis for desk audit of subject proposal. Lack of detail to review, however, precludes even a desk audit.

Opinion

We can accept the consultant selection made by City on the basis of continuation of work on the project.

The use of a "Ball Park" estimate for an actual-cost-plus-fixed fee contract is wholly unacceptable. Even if a lump-sum contract were proposed, despite the wording of paragraph 6 to the contrary, the components of that lump-sum must be stated in support.

Consultant must supply the type of detail used in Exhibit "B" of the original Agreement as explanation of the $51,440 negotiated.

APPROVED
V. E. SKOOG Controller
Oregon State Highway Division

DWJ:njc
Attachment

Contains Recycled Materials
81-125-1387

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

MA PDM PDE TSE SPC
ODOT - METRO
SEP 14 1979
AM PPS FILE T/A

September 10, 1979

ODOT-Metro
5821 NE Glisan
Portland, Oregon 97213

Attn: Jon Rose

Re: Going Noise Mitigation Project

Dear Mr. Rose:

Pursuant to our phone conversation today, attached is a copy of a proposed supplement to the original Earth Metrics contract and my inquiry to the consultant selection committee for approval by FHWA.

A copy of the original agreement is attached for your convenience also.

If further information is necessary, please call me at 248-4330.

Very truly yours,

Ralph Tashima

Ralph Tashima
Bureau of Street and Structural Engineering

RWT:lj

Encl.

From Metro JON ROSE	Date 9/19/79
To BUZ SWAN.	
(Program Mgmt.) Traffic Region 1	

Comments: Portland would like a review of the attached consultat supplemental agreement and some committment from OSHD and FHWA before executing. Please review and advise.

Jon Rose

9-18
To Dett Jones for comment
MCH

9-20
FHWA (Christianson) says OK but check on programming additional funds.
MCH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PR
SEP 17 1979
REFERRED TO Mainer
FOR
FILE: PM FA LG.

9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90294
Project No. IX-9926(4)
N. Basin Ave./N. Going St. (Anchor St.) Sec.
Anchor Street
Multnomah County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's intention to request P S & E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $270,000 with substitution funds in the amount of $229,500.

This request is based on the September 11 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

No comments received from the State Clearinghouse FEIS review under PNRS # 7907-4-320.

JLG:fkc
Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-14-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION *(45 typewriter spaces)* 21 65: City St., Anchor St. (Portland) | ADT | PRESENT: N/A | FUTURE YEAR (66)(70)(71)(72): - - - - - | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62: Hydraulic Embankment | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) 14 23: IX- | NUMBER 7: 9926

CARD 4 | CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded | COUNTY NAME: Multnomah | CODE (47)(49): 051

NAME OF URBAN AREA 17-31: Portland | ROUTE NO.: U | FEDERAL-AID: 9926 (32) | STATE: City St. (36)(37) | U.S.: - - - (4

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS City
5					PE							
5					ROW							
5					CONST (CODE) 0010		"N. Basin Ave./N. Going St. (Anchor St.) Sec."	0.14	270,000	229,500	- - -	40,500
									270,000	229,500	- - -	40,500

CARD 1 | CODE 1 | PREPARED BY: JLG | PROJECT TOTALS

1 | 14 | PROGRAM APPROVAL DATES: 10/18/78

REMARKS

Additional Data: Item No. 1
Project No. M-9926(1).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-14-79

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St., Anchor St. (Portland)	ADT	N/A	- - - - - -	10	Oregon	41	823	90294

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
nkment								IX-	9926	(4)		

Interstate Substitutions General Funded

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO. U — FEDERAL-AID: 9926 — STATE: City St. — U.S.: - - -

PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
								Util. adj. as req.
OW								
ONST (CODE)		"N. Basin Ave./N. Going St. (Anchor St.) Sec."						ROW-70' min.; Access Control-full; Parking restrictions-complete.
0010			0.14	270,000	229,500	- - -	40,500	
		PROJECT TOTALS		270,000	229,500	- - -	40,500	

JLG

PROVAL DATES: 10/18/78

REMARKS: Additional Data: Item No. M-87; Project No. M-9926(1).

- over -

USCOMM DUSCOMM-DC 48905-P61

N. Basin Ave./N. Going St. (Anchor St.) Section
Project No. IX-9926(4)

REMARKS - continued

Project Data: The work consists of placing hydraulic fill material as embankment including necessary diking, temporary drainage, ditching and incidental work common to this type of project to provide a 3 lane facility on Anchor Street portion of the intersection improvement. Utility adjustment as required.

FHPM 7-7-2 Requirements: Final EIS approved and forwarded to EPA June 29, 1979.

FHPM 7-7-5 Requirements: Corridor/Design public hearing held on March 15, 1978

Note: 1) This project is in Congressional District No. 3
2) Included in CRAG (MSD) FY '79 TIP/AE on page 132 item 298.

Portland

Road Design Section 378-6558

September 12, 1979

Jim McClure
Project Development Engineer

A. D. Olson
Preliminary Design Engineer

Basin Ave./Going St. Project
City of Portland
Multnomah County

As discussed, we have reviewed the design of the curb radius for the eastbound movement from Anchor Street to Going Street.

This has been laid out on a 125-foot radius which is the minimum believed desirable for this two-lane free-flowing connection. This would only allow the traffic to move at about 20 mph through the curve. I would expect the traffic on Going Street to be traveling at 30 mph or more and, if anything, we should try to raise the speed of the traffic from Anchor Street to better match the speed of the Going Street traffic at the point where they come together.

If the right of way required for the 125-foot radius design has reduced the usable area in this quadrant to the point where a greater taking could be readily made, I would suggest flattening the curve as much as possible.

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

ADO:ab To Files

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Vreeland

RECEIVED
SEP 12 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: Don Fantz
Project Coordinator

DATE: August 29, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT:

Basin/Going Project

A review has been conducted of the two alternate striping drawings submitted by the Port of Portland for the subject project. These drawings resulted from discussions held at the July 26, TAC meeting and the Port's need to tie the Swan Island roadway system to the ODOT project.

In comparing the two alternates with the revised peak hour volumes, we agree in concept with the Port's preference of Alternate 2. However, instead of the left lane terminating in a lane drop, a taper section leading the left lane into a merge is recommended. Also, the right lane is recommended to extend east of the Railroad Yard Access Road before merging just prior to the railroad overcrossing structure. The attached drawing illustrates the preferred striping along Going Street.

On Lagoon Avenue between Going and Anchor Streets the Port recommends retaining the present (four) eleven foot lanes within the existing 44 foot curb width. The purpose being to maintain continuity with the same width section that exists on Lagoon Avenue between Anchor and Ballasts Streets as well as saving the expense if widening to 12 foot lanes is required. While 12 foot lanes are normally preferred with new designs, the Port's position is a reasonable one and is accepted. The attached drawing shows the striping along Lagoon Avenue, assuming (four) eleven foot lanes and the recommended intersection treatment at Anchor Street.

The balance of the Port's recommendations regarding the ending of the one-way couplet at Ballast Street and the treatment along Channel Avenue appears acceptable.

One apparent area of difference is the location of the two left turning lanes from Anchor Street onto Going Street. The ODOT design shows additional property taken to provide an improved turning radius and thus smoothes traffic flow. Also, this design prevents the conflict of vehicles crossing Going Street from the turning lanes to enter the access to Ports O Call parking area. With the Port's tight turn design this unsafe conflict could occur. We recommend retention of ODOT's design.

The review of the Port's drawings along with our recommendations is intended to assist you in developing preferred modifications to the project plans.

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

PLM PDE TE SPC
ODOT - METRO
AUG 17 1979
AM PPS FILE T/A

August 15, 1979

Don Fantz
Project Manager
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

PROPOSED BASIN-GOING INTERCHANGE STRIPING AND TIE-IN PROJECT

Dear Don:

As a result of our July 26 meeting, we are forwarding to you the attached striping design drawings for the subject project. We have developed drawings which show two methods of providing a "tie-in" to the ODOT project. This involves continuing the one-way treatment past ODOT project boundaries to Ballast. We have also enclosed a copy of our peak-hour traffic assignments at full development.

Alternatives 1 and 2 show two methods of varying striping to affect the merging patterns of traffic exiting Swan Island. Alternative 1 provides that the "primary" lanes exiting Swan Island are composed of two lanes on Anchor Street and one lane on Channel Avenue. "Primary" in this context refers to lanes which require no merging to exit the island. Alternative 2 has the two primary lanes on Channel Avenue and only one primary lane on Anchor Street. The inside lane along Going Street under this scheme is dropped at the left turn bay from Going to Basin, a merge distance of about 1,500 feet for traffic in this lane.

An advantage of Alternative 1 is that it involves less potential disruption of Anchor Street traffic around the tight turn onto Going Street. In Alternative 2, the lane drop of the farthest left lane on Going Street might cause traffic to begin merging into the center lane on Anchor Street before the turn onto Going. This could potentially congest the curves.

In regard to merging on Channel Avenue, Alternative 1 produces the most merging of traffic even though it carries two-thirds of the peak hour traffic exiting Swan Island. Under Alternative 2, this volume would be given two clear lanes to exit the island. Furthermore, Alternative 2 requires only one merge for traffic exiting the 1,000-car Freightliner lot. Alternative 2 is preferred by the Port's planning staff and operating departments.

In addition to these considerations, there are several features common to both alternatives:

- o A four-lane section on Lagoon Avenue between Going Street and Anchor Street. The present ODOT design shows three lanes totalling 44 feet of width with an added left-turn bay for moves from Lagoon Avenue to Anchor Street. A full four-lane section would provide a left-turn lane and also allow turning movements to the parcels adjacent to this stretch of roadway. The two inner lanes would then be the main traffic-carrying lanes. By using the present eleven-foot lane widths, minimum dollars would be spent for this configuration.

  However, you have indicated that while there are presently four eleven-foot lanes on this section of Lagoon, it would be desirable to add six to eight feet of pavement to provide for at least twelve-foot lanes. The twelve-foot lanes would narrow to the existing eleven-foot configuration somewhere between Anchor Street and Ballast Street. We would be interested in reviewing a drawing which shows this design.

- o Ending the one-way treatment at Ballast Street. This minimizes the disruption to Swan Island circulation. Continuation of the treatment past this point creates intersections which are unnecessarily complex. The one-way treatment on Ballast provides a high-capacity entrance for Freightliner employees.

- o A protected access lane on Channel Avenue for the Freightliner lot. By using striping and curbing, the two lanes heading south on Channel Avenue can be jogged left (shown here near Commerce). A much smoother flow of traffic out of the 1,000-car Freightliner lot is then possible because of the access lane.

- o Curbing along the east side of Channel Avenue between Anchor Street and Ballast Street. Because the design shown here "pinches" off the curb lanes, it is not possible to have a conventional merge lane. Since the pavement is essentially a one-way frontage road, positive right-of-way control at the terminus is necessary. With curbing to separate local access traffic, there will be fewer traffic interruptions. There may be better treatments available at this particular location.

- o The railroad crossing on Channel Avenue must still be addressed.

These comments summarize the enclosed drawings. We will also be looking at the routing of buses in the new street layout in the near future, and we shall contact you at an early enough date with comments to be compatible with your December 1979 completion date.

Sincerely,

Jim Laubenthal
Transportation Planner

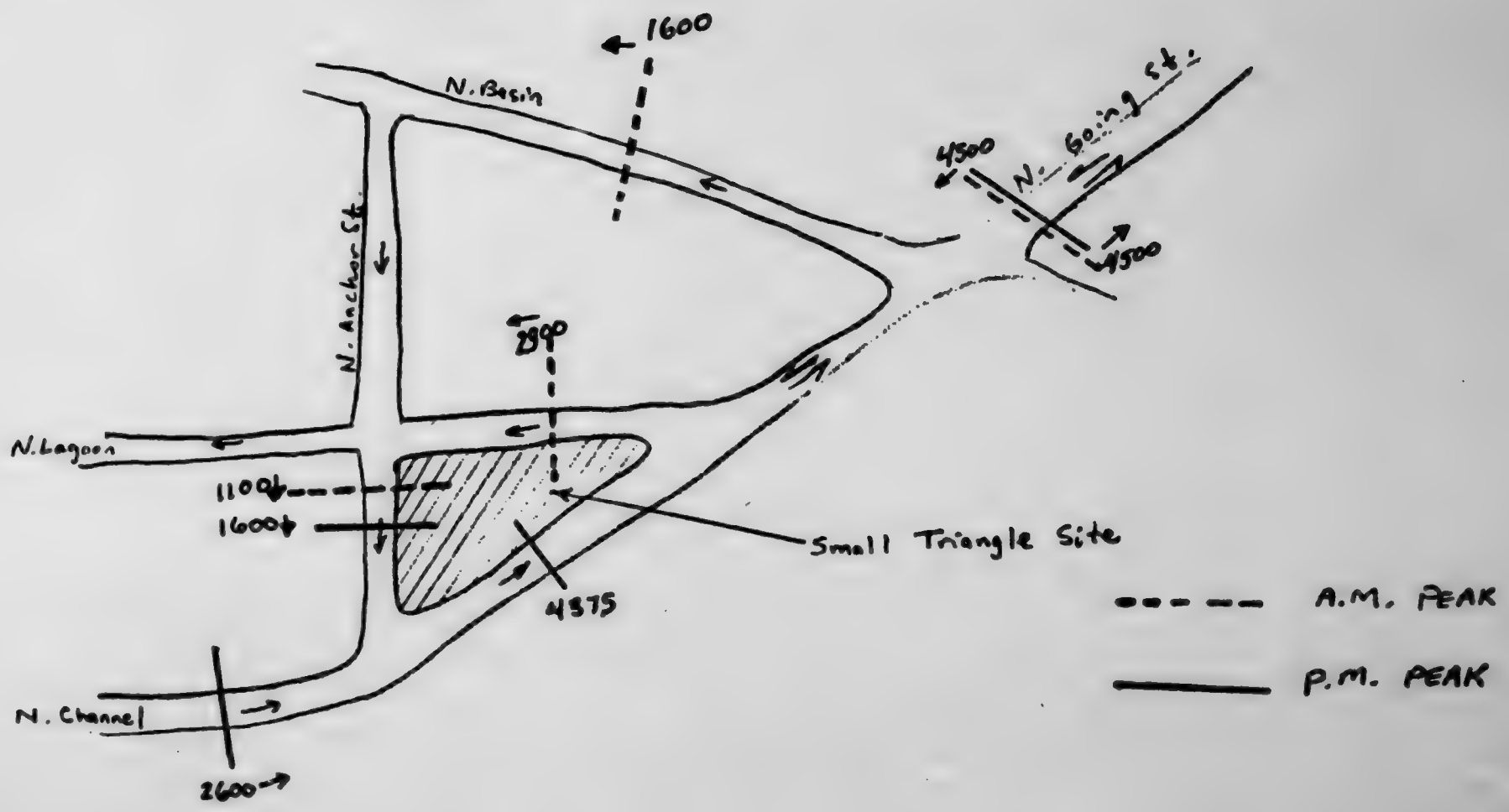
Enclosure

cc: Peter Tryon
Steve Dotterer
T. V. Neely
Carl Jonasson
John MacGregor

PL3H-R

FIGURE 3

SWAN ISLAND* PEAK HOUR TRAFFIC ASSIGNMENTS

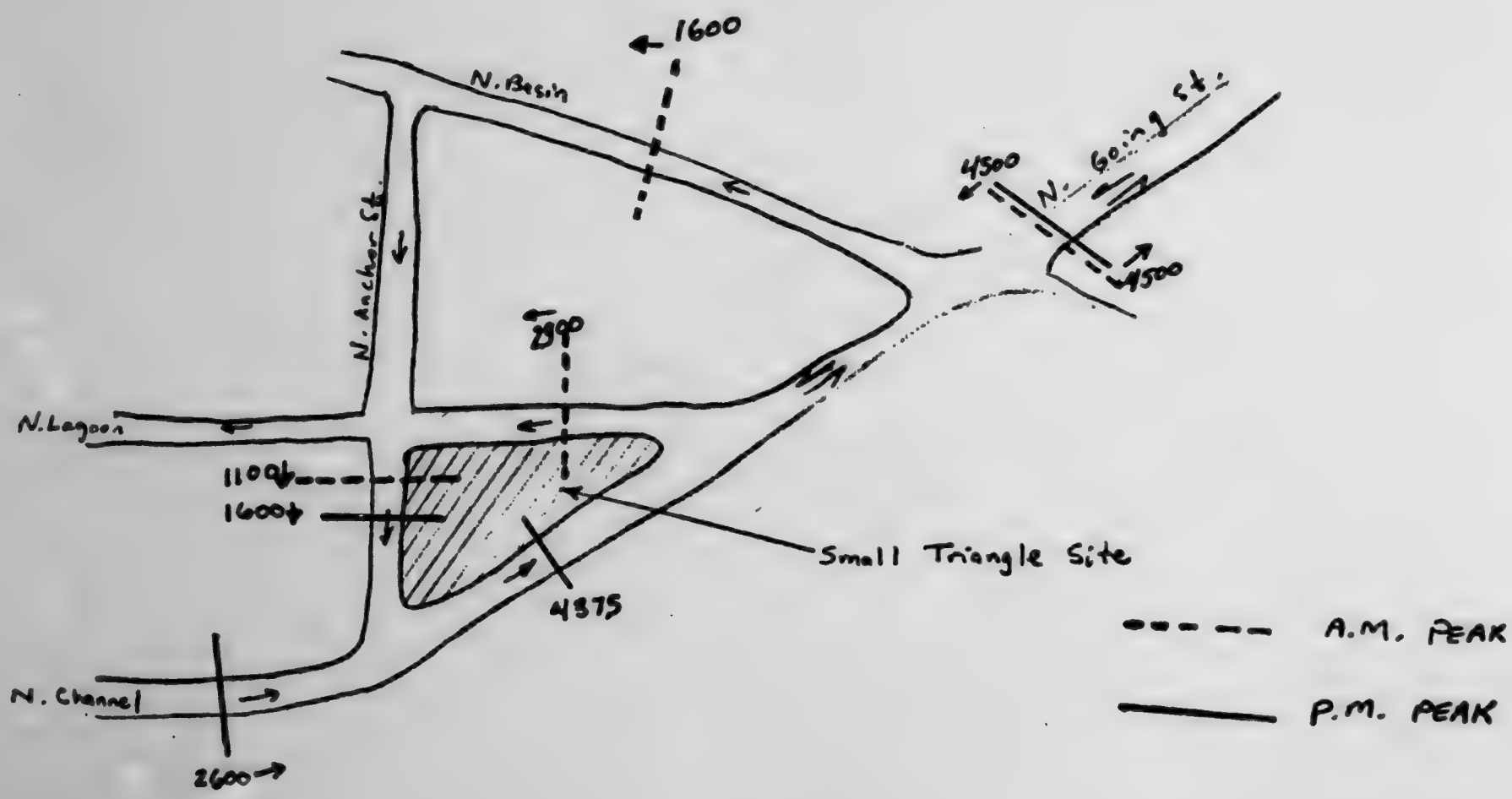


Source: Based on previous trip generation estimates

* ASSUMES FULL S.I. DEVELOPMENT + BASIN/LAGOON INTERSECTION IMPROVEMENT

FIGURE 3

SWAN ISLAND* PEAK HOUR TRAFFIC ASSIGNMENTS



Source: Based on previous trip generation estimates.

* ASSUMES FULL S.I. DEVELOPMENT + BASIN/LAGOON INTERSECTION IMPROVEMENTS

9380

September 12, 1979

City of Portland
1220 S.W. 5th Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5922

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning improvement to the Basin Avenue/Going Street intersection in the City of Portland.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 26, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interestate Transfer Project

The City of Portland is requesting a $2,000,000 Right-of-way and Construction project to improve the Basin Avenue/Going Street intersection. Additional improvements will be made to the ramps at the southwest and northeast quadrants of the Basin Avenue/ Greeley Avenue interchange, and Anchor Street will be improved to a 3-lane section. Traffic signals will be installed at four intersections. Right-of-way will be acquired as a participating cost of the project. The preliminary engineering phase of the project was previously approved by the Transportation Commission on September 24, 1975. State will perform construction engineering.

Jurisdiction	Section	Total Est. Cost	Federal Funds	City Share
Portland	Basin Avenue/North Going Street	$2,000,000	$1,700,000	$300,000

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

6-27
ok to Head
per cy Swan

APPROVED BY:

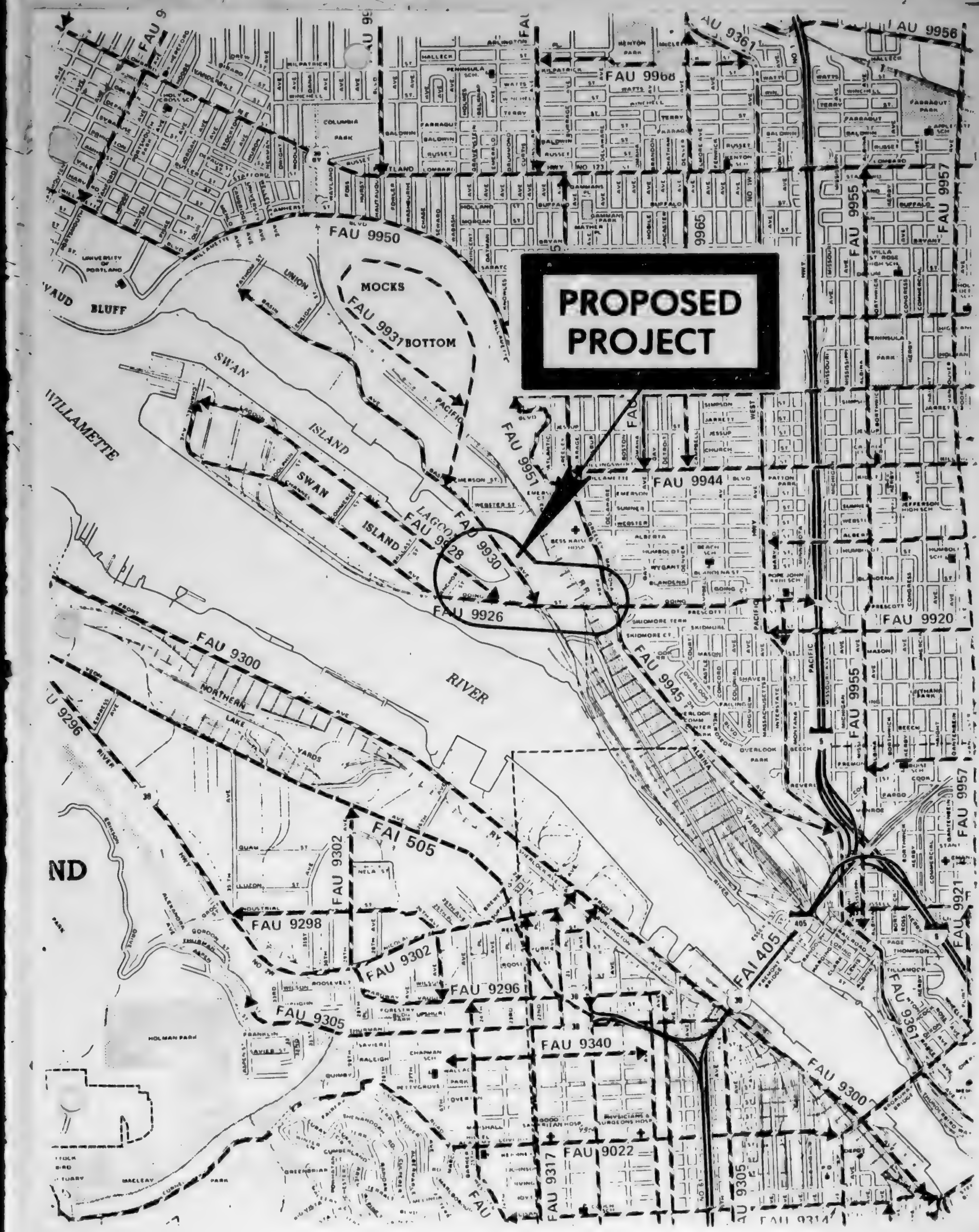
H S Coulter
State Highway Engineer

Date 6/27/79

GEZ:pf
Attachment

NOTED
C. H. HEAD

81-125-1387


PROPOSED PROJECT
FAU 9950
FAU 9931
FAU 9951
FAU 9944
FAU 9928
FAU 9930
FAU 9926
FAU 9300
FAU 9945
FAU 9920
FAU 9955
FAU 9957
FAU 9965
FAU 9968
FAU 9956
FAU 9361
FAU 9302
FAU 9298
FAU 9296
FAU 9305
FAU 9340
FAU 9317
FAU 9022
FAU 9921
FAI 505
FAI 405
MOCKS BOTTOM
SWAN ISLAND
WILLAMETTE RIVER
UNIVERSITY OF PORTLAND
NORTHERN LAKE YARDS
ALBINA YARDS
COLUMBIA PARK
PENINSULA PARK
HOLMAN PARK
MACLEAY PARK

9380

September 11, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
350 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds	
Project	Work	Federal	Local
Basin Ave.-Going St. Intchge.	ROW, Const.	$1,826,867	$322,400

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

s/ Fred Miller for:

F. B. Klaboe
Director

cc: Metropolitan Service District

JLG:dmc jv

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman, Metro

9380

326-1978

Ptd

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8244
TELEPHONE

DATE: September 7, 1979

TO: Hank Wakerlig
Location Program Engineer

FROM: Don Fantz Donald Fantz
Project Coordinator

SUBJECT: Basin/Going Project
Right-of-way descriptions

The Port of Portland has made a special request to have an advance copy of right-of-way descriptions of certain parcels necessary for the project. The Port of Portland is concerned specifically about two parcels of land which lay northeast of the Basin Avenue/Going Street intersection. The Port requests that, if possible, the descriptions for the required right-of-way adjacent to Diesel Services Unit Company and Crow-Spieker-Hosford-Chadwick properties be completed early and made available to them.

The Port of Portland has written into the deeds for these parcels, conditions recognizing that future adjustment of the property lines may be required to accommodate the contemplated realignment of north Going Street and north Basin Avenue. The condition of the deed requires that the Port buy back from private ownership, any necessary property for the project and that the Port sell to the private ownership any excess property between the new right-of-way line and the private ownership. The Port of Portland would like to fulfill the conditions of the deed prior to the start of the right-of-way acquisition process, but the Port would prefer to have their deeded lines to be identical with our right-of-way acquisition descriptions. I assume we would want to cooperate to the extent possible with the Port of Portland on these issues.

REFERRED TO
Beard — Stored for approval
Cole — Sample
Eriksen — Watson
Hager — Date — Letter
Return — Discuss — Do for Copy
BY FINAL DESIGN ENGINEER

DF:PE

cc: J. H. Versteeg
D. R. Adams
L. C. Grothaus
J. D. McClure

RECEIVED
SEP 12 1979
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig Copy

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Bring by
Action

9380

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9926(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-87

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-6 ouig

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-4-79	FAU 9926	City Street

GENERAL LOCATION:

Basin Avenue-Going Street

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage, utility, and railroad preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 16, 1978, you are now authorized to proceed with the work as shown above at a TEC of $10,000 with Federal participation limited to $8,550. Final EIS approved and forwarded to EPA June 29, 1979.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-4-79	G. K. Hoosman	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-912

THE CITY OF PORTLAND OREGON

9380

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

August ~~29~~ 31, 1979

Jon Rose, Regional Federal Aid Engineer
Oregon State Department of Transportation
Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

Enclosed are quadruplicate copies of contract providing for right-of-way acquisition and construction of the N. Basin Avenue/Going Street intersection as authorized by Ordinance No. 148317.

Will you please have the proper persons sign all four copies of the agreement which have already been executed by the City officials, and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

From Metro JON ROSE Date 8/31/79

To [redacted] SUSAN

[redacted] Traffic Region 1

Comments: Here are 4 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please forward for final action

Jon Rose

PROJECT MANAGEMENT BRANCH
STE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐

SEP 4 1979

REFERRED TO .....
FOR .....
FILE: PM FA LG.

9380 8-14-79

PRELIMINARY SOILS AND GEOLOGY RECONNAISSANCE REPORT
Basin Avenue-Going Street Interchange
FAU 0807, Multnomah County
Prefix No. 326-1978

1. TYPICAL SOILS: The typical soil is a mixture of dredge SAND, CLAY, and SILT.

2. GRANULAR MATERIAL: Very few granular materials will be encountered on this project. There are a few gravels in the dredged fill. Also some boulders, concrete and asphalt slabs are exposed on the fill slopes at both ends of the project.

3. DRAINAGE: The project crosses a mud flat, which is part of the Swan Island basin. Drainage flows back into the Willamette river which may cause some pollution problems during the dredging operations.

4. SLOPE DESIGN: The outside slope towards the river basin will be protected with riprap, and no problems are anticipated with tidal erosion. Planned 1 1/2:1 slopes for surcharge and 1:2 1/2 finished slopes are adequate.

5. FOUNDATIONS: A test boring was completed at station "AN" 27 + 89 26' left. This boring revealed 60 to 70 feet of weak foundation material. A considerable amount of settlement can be expected and a surcharge is planned to accelerate the process. The process of settlement should be monitored and it is suggested that two liquid level manometers be installed. This project will trap weak material at the end of the basin. Proposed filling upon this trapped weak material at some future date may result in foundation problems to building in that area and also may cause problems with the Anchor St. extension. A better procedure may be to start at the end of the basin and gradually fill towards the center with the road fill and surcharge being built last. This method should force the weaker material ahead of the fill and out of the construction area.

6. MATERIAL SOURCES: The Willamette river will be the primary source of the material to build the fill. There are no State owned sources available which can supply the riprap or base rock. The following is a partial list of qualified commercial sources which could provide the material.

Rivergate (Columbia West)
Willamette HI-Grade (Albina)
Cascade Const. Co.
Porter Yett S&G

7. BASE DESIGN: A final pavement base design has not been determined by the Salem Surfacing Design Engineer. Additional soils data which may be obtained from existing hydraulic fill in the same area will be required.

Form E-869 (5-71)

Sheet 1 of 3

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Basin Ave. → Going St. Interchange Hole No. 1
Highway FAU 0807 County Multnomah Bridge No.
Location "AN" 27+89 26' Left Prefix 326-1978
Ground Elevation 9± Angle Vertical Equipment Used Knight & Stone
Engineer E. J. Dunn Purpose of Work Foundation Investigation
Started 7-31-79 Completed 8-2-79 Drillers Lauinger, Whitehead
Drive Sampler O.D. 2" I.D. 1 3/8" Hammer Weight 140 lbs Fall 30"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES, TRIAXIAL, VANE SHEAR, TORVANE, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	feet	BLOWS / SAMPLED FT.	RECOVERY FT. / % RECOVERY	CASING SIZE AND DEPTH / WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS
												0		Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc. (Top of Dredge Fill) 0-10' fine SAND with lenses of SILT, and occasional Gravels (1/4 - 1 1/2").
							N-1 4.5-6.5		2,1,1,1 / 0.5	0.7 / 2	35		SP	(Washed drill bit down from 4.5 to 9.5')
							N-2 9.5-11.5		1 / 2	1.2 / 2	60	10		10'-40' CLAYEY-SILT, SILT with lenses of fine SAND, and occasional GRAVELS and pieces of wood. (Washed drill bit part of the way down)
	Very Soft				Gray	Fine	N-3 14.5-6.5		2/0.5 1/1.5	0.1 / 2	5			
							N-4 19.5-21.5		4,2,2,3 / 0.5	1.2 / 2	60	20	ML	
	Soft													
	Very Soft to Soft			73.2			N-5 24.5-26.5		2,1,2,4 / 0.5	2 / 2	100			
												30		

8-2-79 Water level changes with river level "BXDD"

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 5
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jemison

Date 8-3-79

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project Basin Av[illegible] → Going St. Interchar[illegible]e

Highway FAU 0807 Bridge No. ——— Sheet 2 of 3 Hole No. 1

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% N.P., MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS / SAMPLED FT.	RECOVERY FT. / % RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS
								N-6 29.5–31.5	1/1 2,2/0.5	2/2	100				10'–40' CLAYEY-SILT, SILT with lenses of fine SAND, and occasional GRAVELS and pieces of wood.
Very Soft								N-7 34.5–36.5	1,1,2,3/0.5	1.5/2	75			ML	
Very Soft to Soft								N-8 39.5–41.5	1,1,3,4/0.5	1.5/2	75		40		40'–60' SILTY-SAND
Soft				38.8	Gray	Fine		N-9 44.5–46.5	2,3,3,4/0.5	1/2	50				
Very Soft							"8XDD"	N-10 49.5–51.5	2,1,2,2/0.5	0.5/2	25		50	SM	(Sand surged back up drill barrel)
Soft								N-11 54.5–56.5	3,2,2,3/0.5	1.2/2	60				(Washed drill bit part of the way down)
Medium Firm								N-12 59.5–61.5	5,8,9,11/0.5	2/2	100		60	SP	60'–90' fine SAND with lenses of SILTY-SAND

"N"—Standard Split-Barrel Sampler Tests—No. 7

"M"—Oregon Miniature Pile Tests—No. 0

"U"—Undisturbed Samples—No. 0

"C"—Core Sample: 0 Ken Jennison

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Date 8-3-79

OREGON STATE HIGHWAY DIVISION SOILS AND GEOLOGY EXPLORATION LOG (Continued)

Project Basin Ave. → Going St. Interchange

Highway FAU 0807 Bridge No. —— Sheet 3 of 3 Hole No. 1

ELEVATION	HARDNESS OR STRENGTH VALUES, TRIAXIAL, VANE SHEAR, TORVANE, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	FEET	BLOWS SAMPLED FT.	RECOVERY FT. % RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS
	Very Soft to Soft			52.9	Gray	Fine	N-13 64.5 – 66.5	2,1,3,4 / 0.5	2 / 2	100	"BXDD"		65	SP	60'–90' fine SAND with lenses of SILTY-SAND
															(Sand surged up drill barrel)
															(Bottom of casing)
	Medium Firm						N-14 69.5 – 71.5	13,12,14 / 0.5	0.2 / 1.5	13	"B" Rod		70		(Washed roller bit down to 90')
													80		
													90		Bottom of hole

"N"—Standard Split-Barrel Sampler Tests—No. 2

"M"—Oregon Miniature Pile Tests—No. 0

"U"—Undisturbed Samples—No: 0

"C"—Core Sample: 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison

Date 8-3-79

4380

STATE OF OREGON

INTEROFFICE MEMO

Read
E. J. Dunn

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: THE FILES

DATE: August 3, 1979

FROM: DON FANTZ
Project Coordinator

Don Fantz

Versteeg
3 Anderson
1 Christensen
3 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 06 1979
ROAD DESIGN SECTION

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SUBJECT: Basin/Going Project
July 26, 1979 TAC Meeting

The EIS for the project has been approved and design approval can be assumed on August 10. The purpose of the meeting was to evaluate some requested modifications to the design. Also discussed at the meeting was work necessary to proceed with the final design of the project.

The City of Portland has requested that storm sewer drainage designed for the project be adequate to accommodate future connections that have not been designed. They would like to have a line carried along Basin Avenue to the limits of the project and a connection across the Anchor Street extension. These would accommodate future points of connection when the temporary outflow into the lagoon are blocked by future fill. Art Zibolski, City of Portland, Bureau of Sanitary Engineering, prefers that the City do the design for the project area because some preliminary design outside the project area would be necessary to size and grade the pipe runs. The three things the City has asked for to proceed with designing this additional sewer work are a 1"=50' scale reproducible plan, the roadgrade profiles, and a letter indicating that they were authorized to use preliminary engineering funds. I will make available to the City sewer department, a reproducible plan and profiles for the project. I have talked to Dave Hill indicating that a letter was sent November 29, 1976 stating the City could proceed to use preliminary engineering funds on Basin/Going project. I told Dave Hill that $4,500 remained in the 903 function for the project and that he should review how much money is needed by various bureaus to finish their work. I suggested this letter was enough to allow the Bureau of Sanitary Engineering to proceed with the design, but that he should notify us if he expected an overrun of expenditures.

William Elliott and Richard Vrooman were present from the Water Bureau to discuss the need for additional water main across the lagoon in the Anchor Street extension. The City sees this installation of a water main as an upgrading of the system, but expects that some of it would be reimbursable as a trade off for work that would have to be done at the intersection of Basin and Going due to construction, without the installation of this new line. The Water Bureau requested a reproducible 1"=50' scale copy of the detailed plan and authorization to proceed with the preliminary engineering. The Water Bureau estimated the cost of designing the pipe layout and location of valves and con-

Edward Adams, to be sure there was a split in project drainage and [illegible] split [illegible] slow the project. D.F. 8/21/79

Memo to the File
Basin/Going Project
TAC Meeting - July 26, 1979

nections at $500. I talked to Dave Hill on the point of authorization and he suspects that some kind of interagency agreement would have to be reached for the Water Bureau to use $500 from the existing preliminary engineering authorization. I will make available the 1"=50' scale reproducible copy of the detail plan when they become available from Salem.

Jim Lanbenthal and John MacGregor from the Port of Portland presented two schemes for travel lane configuration and how the project would connect to the remainder of the island circulation pattern. There was discussion whether two primary lanes should leave the island from Channel Avenue or from Anchor Street. There was also discussion on a number of lanes that should be carried from Going Street north on Lagoon Avenue. The City will resubmit the two circulation schemes with new projections for the island employment areas to me and I will forward them to John Hanks for analysis. These will be referred back to the Port so they can indicate a preference.

The concept now being pursued is to develop an immediate dredge contract at the City's request and then proceed with a construction contract in June of 1980. Carl Jonasson discussed what necessary implements would be needed in the fill for the Anchor Street extension to accommodate future dredging. The State has asked the Port to pursue the fill permit from the Corps of Engineers. E.J. Dunn will develop a design for a contract to place the dredge fill only. His intent is to then modify the final preliminary design to reflect the work done in the dredge fill contract. Some preliminary foundation exploration will be conducted to determine estimated quantities for the purpose of the contract.

Other design features discussed during the meeting pertain to design of the pedestrian overcrossing, traffic signal design, and bus circulation patterns. Mike Bauer, City of Portland, requested 1"=20' vicinity maps of the signalized intersection indicating that they usually do the signal design on the State's federal aid sheets and submit them to the State. Subsequent phone calls indicate City of Portland Traffic Bureau needs these vicinity maps by September 15 to complete the design by our requested January 1980 deadline. Earlier in the final design, a preliminary vicinity map of the pedestrian overcrossing and the bus transfer island were circulated for comment. The profile indicated on the vicinity map was not symmetrical because of the additional clearance needed over the railroad. The Port of Portland has asked for an architects rendering of the appearance of the pedestrian overcrossing and vicinity. I will forward this request to the design section. I will transmit to Tri-Met a 1"=100' scale detail map of the project and ask for approval of the bus circulation pattern.

Memo to the File
Basin/Going Project
TAC Meeting - July 26, 1979

The City of Portland has been asked to comment on what type of landscaping they would want incorporated into the project, if any.

A list of the attendees is attached.

po

cc: R.N. Bothman
D.R. Adams
J.D. McClure
Rena Cusma
TAC
Attendees

Courtesy Copies: Mayor Neil Goldschmidt
Commissioner Connie McCready

Attachment

9380

Pkld

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

July 27, 1979

Robert L. Nordlander
Director of Engineering Services
Port of Portland
P.O. Box 3529
Portland, Oregon 97208

Subject: Basin/Going Interchange Project
Placement of Anchor Street Extension

In an attempt to place the Anchor Street fill in a timely and efficient manner, the city has requested that the Oregon Department of Transportation immediately initiate the necessary steps to allow the work to begin this fall.

One major step is to acquire the necessary permits from the Corps of Engineers. Carl Jonasson, Project Manager at the Port of Portland, has indicated that the Port of Portland could acquire the permits most efficiently. He indicates that the Port of Portland now has the dredging portion of the permit only. Carl has all the paperwork prepared to request the fill portion of the permit and expects that it would take three to four months to secure.

The city has also asked that we determine whether or not a contract can be assigned to the Port of Portland to place the dredge fill. We are seeking a response from FHWA and our staff, to answer this question. Our staff will be in contact with the state Contract Review Board in making this determination. If a direct contract between ODOT and the Port of Portland is found not to be in the best public interest, the Port would have to be willing to assign the permit to ODOT for the purpose of placing the fill under a competitive bid contract. Please advise if the Port is willing to assign the Corps of Engineers permit, both the existing dredge permit and the yet to be acquired fill permit, to ODOT for the purpose of contracting the fill placement.

It is possible, that if ODOT did have to go to competitive bids, the Port would be able to bid in competition with private concerns. ODOT would require a bidder to be pre-qualified in order to submit a legitimate bid on a contract. I am not in a position to advise the Port on whether or not they can compete against private enterprise.

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER
Form 734-3

1 Versteeg
Anderson
3 Christenson
2 Olson
Sullivan
copy Terpin
Trout
Wakerlig

RECEIVED
JUL 3 1 1979
ROAD DESIGN SECTION

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Action

If you would, please proceed to secure a Corps of Engineers permit for the Anchor Street fill; and advise us of your willingness to assign the permit to ODOT for the purpose of competitive contracting, should it be required; we will then be able to advance the project more quickly.

D. R. Adams
Project Development Manager

DRA:PE

cc: J. H. Versteeg
Don Trout
Don Fantz

-1552-

SUGGESTED ROUGH DRAFT FOR F. B. KLABOE

July 25, 1979

Neil Goldschmidt, Mayor
City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Dear Mr. Goldschmidt:

I have your letter to Mr. Bothman requesting that we attempt to add the Greeley/I-5 Ramp and Arterial project to the Federal-Aid Interstate Program.

copy

You will recall that early preliminary work on this project was undertaken as a Federal-Aid Urban System Project and that currently the project is proposed for interstate transfer funding to be matched (15%) by the City of Portland. It is my understanding that you have budgeted the 15% match for this project.

We have no objection to pursuing with the FHWA the addition of this project to the interstate system. If successful, the strain on the transfer fund dollars would be eased and, in addition, the match requirement would go from 15% to approximately 8%. In view of the nature of the project, its past history, and the fact that we have committed to some $40 million worth of improvements on I-5 in connection with the project, it appears most appropriate that you commit, on behalf of the City, the required 8% match.

We need to know your intent in this regard. Please advise.

Sincerely,

F. B. Klaboe, Director
Department of Transportation

LWR:jh
bc: H. S. Coulter
R. N. Bothman

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: F. B. Klaboe
Director

DATE: July 11, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Basin/Going/Greeley/I-5 Project
Swan Island Transportation Access
Oregon Projects M-9926(4) & M-9945(1)

The Greeley/I-5 ramps and Basin/Going interchange projects have been carried as a single effort to design approval. The work to date has been accomplished with FAU funds.

The cost of the projects has doubled since its initial conception, which leaves the City and the Port short of funds.

The City has budgeted e(4) withdrawal funds to supplement the FAU funds to provide for sufficient funding.

However, Mayor Goldschmidt has requested in the attached letter that the Department take steps to request Federal Aid Interstate funds for the Greeley ramps project.

I have verbal information from FHWA that the secretary has approved the additional ramps to the interstate system. The Federal Highway Administration has signed the FEIS and the statement is being circulated. Subject to further comment, the design approval will become automatic August 10.

The metropolitan region is facing a major "crisis" with the e(4) program . Major projects that are starting to materialize are over-running their estimates. The projects we are attempting to bring to contract this year alone are overrunning approximately $9 million. I anticipate that future projects will also overrun. In addition, MSD is at the current time attempting to select the projects to utilize the $20 million in I-505 e(4) funds which have not been committed to specific projects. The "wish list" is about three times that much. All represent needed highway improvements in the region.

As I understand the federal regulations as discussed with Ernie Valach, there is little basis for providing funding for the ramps with inter-state funding. The only basis is related to preferential treatment for high occupancy vehicles. The other basis that provides for federal funding is related to safety. We can not establish a justification for the ramps based on safety.

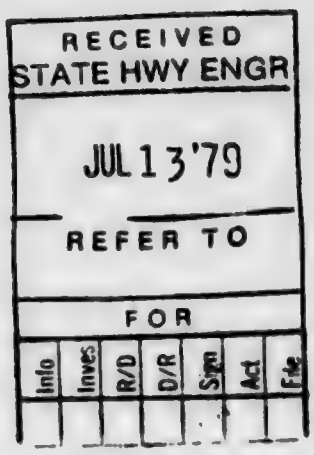
KIA

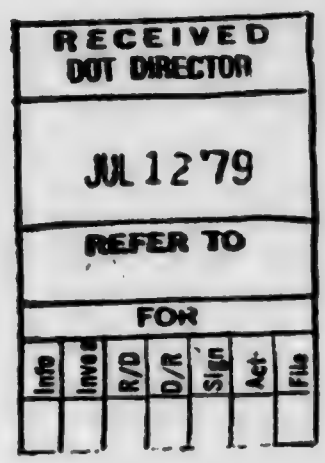
The justification for the ramps from the federal point of view, is a successful application of the urban initiatives program, which ties together major transportation improvements, major economic development improvements, and major urban environmental improvements.

For the benefit of both the region and the state, I recommend ODOT seek approval of interstate funding for the ramps. The current estimate for final design, right-of-way, and construction is $9,774,000.

RNB:ke

Attachment





326-1987 (120)

HWY PUB TSC SE
ODOT - METRO
JUL 6 1979

THE CITY OF
PORTLAND
OREGON

June 28, 1979

AIR PPS dbq FILED

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

Robert Bothman, Administrator
Metropolitan Section
Oregon Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

This is to formally request that the Oregon Department of Transportation take whatever steps are necessary in order to obtain approval from the Federal Highway Administration, U.S. Department of Transportation, for the use of Federal Aid Interstate funds on the Greeley/I-5 ramp and arterial project.

As you are aware, this project in concert with other FHWA and EDA assisted projects will provide the critical second access route to and from the Swan Island Industrial Park, thus allowing continued industrial expansion of this vital economic center.

Your assistance is very much appreciated.

Sincerely,

Neil Goldschmidt,
Mayor

NG:hm

cc: Members of Council

9380

INT 5-1-1

DEPARTMENT OF JUSTICE

Memorandum

TO: Jack L. Sollis
Asst. Atty. General & Council

DATE: July 23, 1979

FROM: Barbara K. Livingston BKL
Law Clerk

SUBJECT: Port of Portland Authority to Bid on Highway Job

MNT-MPRD SPL
JUL 21 1979

QUESTION PRESENTED

May the Port of Portland bid on a Highway Division job along with other private contractors?

BRIEF ANSWER

Yes. The powers granted to the Port of Portland under the provisions of ORS Chapter 777 and 778 are broad and comprehensive. Among the powers granted in express words is the power to;

> ". . . acquire, hold, use, dispose of and convey real and personal property, make any and all contracts the making of which is not by this chapter expressly prohibited. It may also do any other acts and things which are requisite, necessary or convenient in accomplishing the purpose described or in carrying out the powers granted to it by law . . . " (Emphasis added): ORS 778.015

The Port of Portland acts in a dual capacity; in one it exercises governmental functions, in the other private, proprietary, or purely municipal functions. "Governmental functions" should be limited to legal duties imposed by the state upon its creature, which the Port must perform at its peril. All functions not governmental are strictly proprietary.

The power expressly conferred upon the Port under ORS 778.015 is broad enough to empower the Port to contract out the use of its property, (i.e., a dredge) and the labor of its operators so that it is not necessary to seek authority elsewhere than in ORS Chapter 778 itself.

Thus, the Port of Portland may bid on a Highway Division job along with other private contractors.

It should also be noted that the Port of Portland and the Highway Division could negotiate a contract between themselves for work otherwise subject to competitive bidding. ORS 279.015(1)(a) provides that contracts made with other public agencies need'not be based on competitive bidding. However, the exemption is not mandatory. Further, the advantages of competitive bidding (i.e., most

C.C. Klotz
~~Fontz~~ Extra Copy

competent contractor, best price, etc.) would probably influence the Highway Division to forego the exemption and utilize the competitive bidding system; this would be consistent with the public policy of encouraging competition.

As to tort liability should the Port of Portland and the Highway Division enter into a contract, each would be liable for its own torts under the OTCA. Whereas a private contractor would be required to hold harmless the Highway Division, the Port of Portland lacks the authority to make such a contractual promise. Thus, the Port of Portland or the Highway Division will be liable, depending upon whose conduct caused the injury or damage, subject further to the "discretionary act" exception to liability.

DISCUSSION

The question as to whether the Port of Portland may bid on a Highway Division job along with other private contractors presents two issues. First, whether the Port of Portland has the authority to enter into such a contract initially and second, whether the Port of Portland, to obtain such a contract, must go through the competitive bidding process. An issue raised incidentally concern the tort liability of the parties to the contract where both parties are publ bodies.

AUTHORITY OF PORT OF PORTLAND

The Port of Portland is a municipal corporation organized under the laws of the State of Oregon and possesses all the powers conferred by ORS Chapters 777 and 778. See e.g., ORS 778.010. The general rule is that all acts beyond the scope of the powers granted a municipal corporation are void; however, it is likewise a rule of construction that grants of power are not to be so construed as to defeat the intent of the legislature or to withhold what is given either expressly or by necessary and fair implication. Seafeld v. Port of Astoria, 141 OR 418, 16 P. 2d 943 (1933).

The powers granted to the Port of Portland under the provisions of ORS Chapte 777 and 778 are broad and comprehensive. ORS 778.008 provides:

> "(1) ORS 777.005 to 777.060, 777.110, 777.120, 777.132 to 777.165, 777.205 to 777.225 and 777.405 to 777.435 do not apply to the Port of Portland.
>
> (2) Subject to subsection (1) of this section, the Port of Portland has all powers possessed by ports formed under ORS Chapter 777.
>
> (3) The Port of Portland shall do such things, perform such duties and exercise such powers as it may be authorized or empowered to do, perform or exercise by any Act of the legislature passed for that purpose, though not directly in amendment of this chapter. The powers

granted by this chapter are in addition to other powers granted by law to the port." (Emphasis added).

ORS 778.015 further provides:

"The object, purpose and occupation of the port shall be to promote the maritime, shipping, aviation, commercial and, industrial interests of the port as by law specifically authorized. The port may acquire, hold, use, dispose of and convey real and personal property, make any and all contracts the making of which is not by this chapter expressly prohibited. It may do any other acts and things which are requisite, necessary or convenient in accomplishing the purpose described or in carrying out the powers granted to it by law. The port may supply surface and air craft with fuel and other supplies at reasonable cost as may be for the best interests of the port." (Emphasis added).

These two statutory provisions clearly provide the Port of Portland with exte sive authority; absent an express prohibition to the contrary, the Port may do any and all things necessary or convenient to accomplish its purpose or carry out the powers granted it by law.

The Port of Portland, like any other municipal corporation, acts in a dual capacity. It exercises governmental functions, yet it also exercises private proprietary or purely municipal functions. While difficult at times to distinguish between the two, they are clearly separate and distinct.

"While in a certain sense any municipal function might be regarded as governmental, when properly applied the term 'governmental functions' should be limited to legal duties imposed by the state upon its creature, which it may not omit with impunity but must perform at its peril. All functions of a municipal corporation, not governmental, are strictly municipal." 43 CJ § 178-180.

The Port of Portland, in seeking to bid on a Highway Division job along with other private contractors, is clearly acting in a proprietary/municipal capacity; no legal duty imposed upon the Port by the State is being carried out via this course of conduct. Further, any property (i.e., equipment) to be used in performing the contract is property held by the Port in its proprietary/municipal capacity. As stated by the Oregon Supreme Court in Seafeldt v. Port of Astoria, 141 OR 418.423, 16P 2d 943(1933):

"(Such property) had never been devoted to a public use in the sense in which land is appropriated and devoted to a public use, nor was it held in trust for the benefit of the people of the state as a whole. It, therefore, was not property which could be alienated only by the express consent of the Legislature or upon the discontinuance of the public use in the manner provided by law. Property held by a municipal corporation in its private or proprietary capacity ordinarily may be alienated without the consent of the Legislature." (Emphasis added).

The right of the Port of Portland to regulate and control the use of any property (equipment) owned by it is a necessary incident of its ownership.

The power expressly conferred upon the Port of Portland by ORS 778.008 and 778.015 is broad enough to empower the Port to bid on a Highway Division job and to utilize its property in performance thereof. Further, the contract sought to be bid upon is for the use of Port property and the labor of its employees. The amount and nature of the consideration to offered is a matter of concern to the Port only, since it is authorized to bid on a contract for the use of such property and labor of such employees.

Thus, as stated in Seafeldt, supra,:

> "The specific powers referred to constitute only a small part of the powers conferred upon ports and the enumeration of them, we think, was intended to extend the power rather than limit it, under the rule applied in Grubbe v. Grubbe, 26 OR 363(38P.182), and was not intended to prevent the port from entering into other contracts or to hire out the use of its dredge when not presently needed for municipal purposes, whether such contemplated use was within or without such limits." (Emphasis added). 141 OR at 425.

COMPETITIVE BIDDING PROCESS

Public contract and competitive bidding statutes are found in ORS Chapter 279. ORS 279.027 provides:

> "(1) All public contracts shall be based upon competitive bids except:
>
> (a) Contracts made with, or the cost of which is provided by, other public agencies or the Federal Government, and
>
> (b) A public contract exempt under subsection (2) of this section.
>
> (2) The board may exempt certain public contracts or classes of public contracts from the requirements of subsection (1) of this section upon the following findings:
>
> (a) It is unlikely that such exemption will encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts; and
>
> (b) The awarding of public contracts pursuant to the exemption will result in substantial cost savings to the public contract-

ing agency. In making such finding, the board may consider the type, cost, amount of the contract, number of persons available to bid and such other factors the board may deem appropriate.

(3) A public contract also may be exempted from the requirements of subsection (1) of this section if emergency conditions require prompt execution of the contract. The board shall adopt regulations allowing the governing body of a public agency to declare that an emergency exists.

(4) In granting exemptions pursuant to paragraphs (a) and (b) of subsection (2) of this section, the board shall, where appropriate, direct the use of alternate contracting and purchasing practices that take account of market realities and modern or innovative contracting and purchasing methods, which are also consistent with the public policy of encouraging competition." (Emphasis added).

Thus, under ORS 279.015(1)(a) The Port of Portland and the Highway Division could enter into a public contract otherwise subject to the competitive bidding process without utilizing competitive bids. However, it should be noted that the exemption provided under ORS 279.015(1)(a) is not mandatory but merely permissive. The Highway Division may still deem it to be in the best interests of the State to solicit bids rather than negotiate a contract directly with the Port. Further, the Highway Division is likely to solicit bids for the job since the dual policy underlying the competitive bidding statutes is to construct public improvements at the least cost and to encourage competition.

TORT LIABILITY

The Legal Relations and Responsibility to the Public Section of the Standard Specifications Manual of the Highway Division contains express provisions addressing the question of liability for damage resulting from construction performed by or on behalf of the Highway Division. Section 107.21 provides:

"The contractor shall indemnify and save harmless the Division, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or property on account of the operations of the said contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no

money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the contractor will not be withheld when the contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work." (Emphasis added).

The clear intent of this section is to insulate the State from liability for any and all damage or injury due to the contractor's acts or omissions. However, should the Highway Division and the Port of Portland do enter into a contract, via the competitive bidding process or otherwise, Section 107.21 could not become part of the contract as it would be beyond the scope of authority of the Port of Portland. Rather liability would be governed by ORS 30.265(1) and (3)(c). Essentially each public body would be liable for its own torts and those of its officers, employees and agents acting within the scope of their employment, subject only to the "discretionary act" exception.

CONCLUSION

The Port of Portland is empowered to bid on a Highway Division job along with other private contractors. The Highway Division may choose to exercise the exemption provided by statute and negotiate a contract directly with the Port of Portland, rather than require the Port to submit to the competitive bidding process. Should the Highway Division and the Port of Portland enter into a contract, via the competitive bidding process or otherwise, each will be liable for its own torts, subject to the "discretionary act" exception.

BKL:dmc/sjb

to be provided by the Department of Revenue the total contract price, terms of payment, length of contract and such other information as the Department of Revenue may require before final payment can be received on the public contract. The public contracting agency shall satisfy itself that the requirement of this subsection has been complied with before it issues a final payment on a public contract.

(b) For purposes of this subsection, a foreign contractor is one who is not domiciled in or registered to do business in the State of Oregon.
[1975 c.771 §5]

279.022 [Repealed by 1975 c.771 §33]

279.023 Use of private contractors; procedure for contracts exceeding $50,000. (1) It is the intent of the Legislative Assembly that public agencies should make every effort to construct public improvements at the least cost and to not engage in public improvement work by use of the agency's own equipment and personnel where such work can be performed at less cost by private contractors.

(2) Whenever a public agency intends to perform or construct a public improvement with its own equipment and personnel and the estimated cost exceeds $50,000, the public agency shall:

(a) Make a determination whether the work could be performed with the equipment and personnel of the public agency at less cost than by a private contractor. The public records of the agency shall contain a written record of the determination and the reasons therefor.

(b) Prepare the plans, specifications and estimated cost of the work. The estimates shall show in detail the estimated cost of the work, the estimated quantities of each class of work, the estimated unit cost of each class, the time limit allowed for completion of the work and the estimated date of completion. The estimated cost of the work shall include a reasonable allowance for the cost, including investment cost, of any equipment used.

(c) Cause to be kept and preserved a full, true and accurate account of the costs of performing the work including all engineering and administrative expenses and a reasonable estimate of the cost, including investment cost, of equipment used.
[1975 c.771 §7]

TECHNICAL SERVICES UNIT
AUG 20 1979

279.024 [Repealed by 1975 c.771 §33]

cc: Adams, Frantz

279.025 Requirements for advertisement for bids. (1) An advertisement for bids shall be published at least once in at least one newspaper of general circulation in the area where the contract is to be performed and in as many additional issues and publications as the public contracting agency may determine. If the contract is for a public improvement with an estimated cost in excess of $50,000, the advertisement for bids shall be published in at least one trade newspaper of general state-wide circulation. The board may, by rule, require an advertisement for bids to be published more than once or in one or more additional publications.

(2) All advertisements for bids shall state:

(a) If the contract is for a public work, that no bid will be received or considered by the public contracting agency unless the bid contains a statement by the bidder as a part of his bid that the provisions of ORS 279.350 are to be complied with;

(b) The date after which bids will not be received, which date shall be not less than five days after the date of the last publication of the advertisement;

(c) The date that prequalification applications must be filed under subsection (1) of ORS 279.039 and the class or classes of work for which bidders must be prequalified if prequalification is a requirement;

(d) The character of the work to be done or the material or things to be purchased;

(e) The office where the specifications for the work, material or things may be seen; and

(f) The name and title of the person designated for receipt of bids.
[Formerly 279.065; 1977 c.289 §1]

279.026 [Repealed by 1975 c.771 §33]

279.027 Requirements for bids. (1) All bids made to the public contracting agency pursuant to ORS 279.015 and 279.025 shall be:

(a) In writing.

(b) Filed with the person designated for receipt of bids by the public contracting agency.

(c) Opened publicly by the public contracting agency at the time designated in the advertisement.

(2) After having been opened the bids shall be filed for public inspection.

(3) A surety bond, cashier's check, or certified check of the bidder shall be attached

9380

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: The File

DATE: July 20, 1979

FROM: D. R. Adams
Project Development Manager

SUBJECT: Placement of Anchor Street Extension Fill
Basin-Going Interchange

Dave Vargus, in a letter dated July 2nd, has requested ODOT to initiate the process for placement of the Anchor Street extension fill; his letter is attached.

We will obtain the permits from the State Land Board, the Corps of Engineers, and prepare the plans specification and estimates for the fill work as requested. It will be necessary to coordinate our permit work with the Port of Portland and possibly use the existing dredging permits that they have with the Corps of Engineers.

I contacted FHWA, Cliff Christianson, to discuss the approval and funding of the fill placement during right-of-way phase. He felt that this would be possible, providing of course, that permits of entry can be obtained for this work. Obtaining the permits of entry should not be difficult since only state agencies are involved, i.e., ODOT, Port of Portland, and the State Land Board.

The fourth request "to take necessary steps to allow a separate direct contract or an order to render service, between ODOT and the Port of Portland", is more complex. In my discussions with Christianson, he advised that such an arrangement could be accomplished if there is a "finding in the public interest". The next step in the process will be to take the proposal to the Contract Review Board for their approval. In discussing this with Versteeg, he advised the climate in Salem was not too favorable to this type of action. Recent AGC efforts at the legislature have been to reduce the allowable value of construction work performed by state forces. Open competitive bids may be the only route.

I have requested Dave Hill in the Project Management Section of the city's Bureau of Streets and Structural Engineering, to supply the supporting data for a "finding in the public interest". If this information is satisfactory, we can then proceed with administrative approval and upon FHWA approval, we could present the proposal to the Contract Review Board. I advised Dave that the time frames for these steps and obtaining the necessary permits were unknown to me. At any rate, time is critical if the Port is to be working in November as hoped.

Christianson
Olson
Sullivan
Terpin
Versteeg

RECEIVED
JUL 23 1979
ROAD DESIGN

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Don Fantz is taking care of the city's concerns for water and storm sewer lines in the roadway on the Anchor Street extension, as requested in the July 2nd letter.

By copy of this memo, I am asking Don Fantz to contact Salem and determine what information will be necessary to apply for the Corps of Engineers and State Land Board permits. We can submit that information to the Salem office at an early date, anticipating a November contract for the Anchor Street extension fill.

DRA:PE

cc: M. J. Klotz
Don Fantz
J. H. Versteeg

Attachment

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

PLE TEC SPC
ODOT - METRO
JUL 6 1979
AM PPS 3rd FILE/TA

July 2, 1979

MR ROBERT BOTHMAN
ODOT METRO OFFICE ADMIN
5821 NE GLISAN
PORTLAND OR 97213

Dear Bob:

RE: Basin/Going Interchange - Placement of Anchor St. Extension

The City of Portland has reviewed the Port of Portland's report on placement of fill for the Anchor Street Entension (copy attached), and we believe the Port is the best qualified to place the fill in a timely and efficient manner. The City requests that the Oregon Department of Transportation immediately initiate the necessary tasks to allow this work to begin this Fall, 1979, as recommended in the report.

Preparations need to begin immediately to allow placement of the fill by the Port in early November as recommended. The following tasks need to be addressed by ODOT:

- Obtain required permits from State Land Board and Corps of Engineers.
- Prepare Plans, Specifications, and Estimates for fill work.
- Complete necessary steps to allow a separate direct contract or "order to render service" between ODOT and POP.
- Obtain FHWA approval and funding to place fill (construction work) during ROW phase.

Don handle Bo

The ODOT should obtain all required permits directly. However, the Port's existing permits from the Corps of Engineers may be sufficient for dredge and fill work. Following placement of the fill, ODOT Right-of-Way section should deal directly with the State Land Board for acquisition of the filled land. The Port of Portland is willing to assist ODOT in working with these agencies and ODOT should contact the Port directly for any desired assistance.

The City would like to install new water and storm sewer lines in the roadway of the Anchor Street Extension. Your staff should contact the City's bureaus of Water Works and Sanitary Engineering to coordinate and include any special provisions in the plans and specifications. The project's current P.E. budget should be suffucient to cover this additional work.

If you have any questions or need additional information from the City, please contact L. David Hill in our Program Management Section, at 248-4643.

Sincerely,

John M. Lang

John M. Lang, P.E.
Chief, Bureau of Street & Structural Engineering

DJV:cas

cc: D. Hill
P. Tryon
D. Vargas

7350 C-

Metro - Mject C
or PTld

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: D. R. Adams
Project Development Manager

DATE: July 12, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Greeley/I-5
Basin/Going

I attempted to stop all further expenditures on the subject project in April of this year pending federal approval of the environmental impact statement. My decision was based on the total utilization of existing funding at that time as well as the question of whether we would actually gain approval of the project.

With approval of the final environmental impact statement on June 29, we are now in a position to proceed with preliminary engineering subject to having authorized funding to do so.

The two projects will be split and carried independently from this step forward.

The Basin/Going project apparently has survey authority monies to complete the final design. That project should move forward expeditiously. Both the City and the Port are pushing this project to completion.

The Greeley/I-5 ramp project currently has no authorized PE funding; however, this month the MSD board has approved additional FAU funds ($85,000 federal funds) to complete the preliminary engineering. As soon as the survey authority for this additional preliminary engineering utilizing FAU funds is completed, we should move forward with the design of the project expeditiously in order to move forward with right-of-way acquisition as soon as design approval is received August 10, 1979.

RNB:ke

cc: D. H. Moehring
J. B. Boyd
G. A. Potter
J. H. Versteeg
W. J. Hart
E. L. Hardt
J. D. McClure
[illegible] Klotz
D. F. Fantz

REFERRED TO
Beard — Stroudenmeyer
Cole — Semple
1 Eriksen 7E — Watson
Heger — Dorn — Lee
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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christ[illegible]
2 Olson
Sullivan
Terpin
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Wakerlig

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JUL 16 1979
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9380

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 6, 1979

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Basin/Going & Greeley/I-5 in Multnomah County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Environmental Protection Agency, Division of Federal Activities, Room 537 West Tower, Waterside Mall SW, Washington, D.C. 20460, no later than August 10, 1979. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter
Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

GAP:1b

Enclosure

Form 734-3122

FINAL EIS DISTRIBUTION LIST

SECTION Basin/Borings Gresley/I-5 DATE OF DISTRIBUTION 7-6-79
HIGHWAY _____ FEDERAL AID NO _____
COUNTY Multnomah County

DISTRIBUTED TO	NO. OF COPIES	FEIS	TECH REPORT
IN-HOUSE DISTRIBUTION:			
* E.S. Hunter, Asst. State Hwy. Egr.	1	X	___
* F. E. Terpin, Location	3	X	___
* J. H. Versteeg, Engineering	4	X	___
* J. B. Boyd, Right of Way	2	X	___
* C. T. Keasey, Construction	1	X	___
* Walt Hart, Structures	2	X	___
* George Bell, Public Affairs	2	X	___
* John Earley, Public Affairs	(1)	X	___
Project Management	(3)	X	___
* Region	( )	X	___
Louis Grothaus	(1)	X	
FEDERAL AGENCIES:			
* FHWA	15	X	X
Federal Energy Administration	1	X	___
U.S. Department of Agriculture	1	X	___
U.S. Department of Housing	1	X	___
U.S. Department of Interior	9 (12 if 4f)	X	___
Federal Aviation Administration	1	X	___
Corps of Engineers	1	X	___
Environmental Protection Agency (Seattle)	1	X	___
National Marine Fisheries Service (PDX)	1	X	___
U.S. Coast Guard	1	X	___
U.S. Dept. of Commerce	1	X	___
* U.S. Dept. of Energy, Div. of Nepa Affairs	1	X	___
_____	( )	X	___
STATE AGENCIES: **Sent by Clearinghouse. Allow 1 extra copy for Clearinghouse.			
* **Department of Agriculture	1	X	___
**Department of Economic Development	1	___	___
**Department of Energy	1	___	___
**Department of Environmental Quality	1	X	___
**Department of Fish & Wildlife, Jerry McLeod	3	X	___
* **Department of Forestry	1	___	___
* **Department of Geology & Min. Indus.	1	___	___
**Dept. of Land Cons. & Development	1	___	___

Section _____
Highway _____
County _____

**Department of Water Resources	1	___	___
**Division of State Lands	1	___	___
**Soil & Water Conservation Office	1	___	___
**State Historic Preservation Office	1	___	___
**State Parks Branch	1	___	___
_____	( )	___	___
_____	( )	___	___
Oregon State Library	10	___	___

OTHER INTERESTED PARTIES ON STANDARD DISTRIBUTION: (Red Tagged in Rolodex+)

Oregon Environmental Council	1	X	___
+Ken Brittain, Environmental Studies Center, U of O, Eugene, OR 97403	1	X	___
_____	( )	___	___
_____	( )	___	___

PARTIES WHO GET A COPY IF LOCATED IN THEIR COUNTY IF THEY COMMENTED:

Benton County: Oregon State University	1	___	___
Coos, Crook, Curry, Deschutes, Douglas, Jackson, Jefferson, Josephine, Klamath, and Lake Counties: Southern Oregon College, Regional Development Ctr., Ashland	1	___	___
_____	( )	___	___
_____	( )	___	___

ATTACHED IS A LIST OF "OTHER INTERESTED PARTIES" TO GET A COPY OF THIS PROJECT:

Final Environmental Impact Statement
Basin/Going & Greeley/I-5 FEIS
Multnomah County

In-House

Project Management	3
Location Section	3
Engineering	4
Right-of-Way	2
Construction	1
Structures	2
Public Affairs	2
R. N. Bothman	1
E. L. Hardt	1
Jef Kaiser	2
Oregon State Library	10
State Clearinghouse (DEQ)	2

Louis Grothaus 1

Mr. Bruce Blanchard (9)
Director, Office of Environmental Project Review
Department of the Interior
18th and C Streets, NW
Washington, D.C. 20242

Mr. Robert Stern, Acting Director 1 (0)
Division of NEPA Affairs
Department of Energy
Mail Station E-201, GTN
Washington, D.C. 20545

Federal Energy Administration 1 (0)
Ernest E. Sligh, Director
Environmental Impact Division
Office of Environmental Programs
New Post Office Building
12th & Pennsylvania Avenues NW
Washington, D.C. 20461

Ken Brittain
Environmental Studies Center
University of Oregon
Eugene, OR 97403

Jantzen Beach-Delta Park
Multnomah County

Commissioner Frances Ivancie
City Hall
1220 SW Fifth Ave.
Portland, OR 97204

Commissioner Charles Jordan
City Hall
1220 SW Fifth Ave.
Portland, OR 97204

Commissioner Mildred Schwab
Cutt Hall
1220 SW Fifth Avenue
Portland, OR 97204

Commissioner Connie McCready
City Hall
1220 SW Fifth Ave.
Portland, OR 97204

Mayor Neil Goldschmidt
City SW Fifth Avenue
Portland, OR 97204

John Lang
Bureau of Street & Structural Engineering
400 SW 6th Ave.
Portland, OR 97204

Don Bergstrom
Traffic Engineer
Bureau of Traffic Engineering
420 SW Main St.
Portland, OR 97204

Doug Wright
Planning Director
Portland Bureau of Planning
424 SW Main St.
Portland, OR 97204

Port of Portland
700 NE Multnomah
Portland, OR 97232
ATTN: John MacGregor

TRI-MET
4012 SE 17th
Portland, OR 97202

Jerry Mounce
Coordinator
Neighbors North
7508 North Hereford
Portland, OR 97203

Multnomah County Library (6)
Public Library Distribution
216 NE Knoll St. 1
Portland, OR 97212

Mr. Larry Burr .10 vol 1
U.S. Department of Commerce 5 vol 2
Economic Development Administration
1700 Westlake Avenue, North
Seattle, WA 98109

Rena Cusma
Director of Environmental Services
2115 SE Morrison
Portland, OR 97214

Bruce Bosch
P.O. Box 12171
Portland, OR 97212

Peter Tryon
Swan Island Project Coordinator
400 SW 6th
Portland, OR 97204

9380

326-1978 326-1987
Portland

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

DATE: July 5, 1979

TO: M. J. Klotz
Technical Services Engineer

FROM: J. D. McClure
Project Development Engineer

SUBJECT: Basin/Going Project
PE Activity Resumption

This is to advise your staff that the FEIS for the Basin/Going and Greeley/I-5 projects has been approved. Mr. Bothman indicated that the secretary had signed the request for additional access, and that region FHWA has signed the FEIS. With the city's formal request to separate the two projects after approval, I would like to go ahead with the loose ends on the Basin/Going project.

Mr. Bothman's letter of April 13 states, "it is my decision to stop all further expenditures on preliminary engineering on these two projects, subject to federal approval of the final environmental impact statement, constituting approval of the project". Though there are no funds to do any additional P.E. on the Greeley/I-5 project, there remains $52,000 to complete the preliminary engineering on the Basin/Going project. At this time there are various minor design revisions under consideration by the city and Port of Portland as well as the uncompleted work on the omitted signals at the Going/Greeley interchange. With the request to expedite this project to final design, the administration is rescinding the freeze on P.E. funds. I will have Don Fantz arrange a TAC meeting to finalize these revisions to our preliminary design so the project can be completed and re-submitted to final design.

The continuation of the work on the Greeley/I-5 project will need to wait for approval of additional e(4) funds to complete the P.E. Mr. Bothman's direction to stop further expenditures on this project will be rescinded at a later date.

DEF:JDM:ke

cc: R. N. Bothman
D. H. Moehring
J. B. Boyd
G. A. Potter
J. H. Versteeg
E. L. Hardt
M. J. Klotz
D. E. Fantz

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FINAL DESIGN ENGINEER

9380

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RRS-9926(3)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90250

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 11 '79
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-5-79	FAU 9926	City Street

GENERAL LOCATION:

UPRR Xing - RR Xing No. 2AD-003.17-C N. Channel Ave Portland

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Railroad Preparatory work TEC $2,000 with Federal participation limited to $1,800.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-20-79 I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e and that timesaving procedures enumerated in FHPM 8-2-3 paragraph 7a are applicable.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-5-79	G. K. Hassmer	for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973 O-511-555

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 29, 1979 Telephone 238-8226

Aubrey Davis
Secretarial Representative
U.S. Department of Transportation
3112 Federal Building
915 Second Avenue
Seattle, WA 98174

I have attached a recent letter sent to the Swan Island Task Force members to bring them up to date on the status of the project.

We have received the approval for the additional ramp to the interstate system from the Secretary and approval of the final environmental impact statement from the Region Office, FHWA.

I made a full presentation of the I-5 North Freeway Improvement and Management Program to the Oregon Transportation Commission at their monthly meeting, whereby they approved and added to our six year highway improvement project the entire $42 million program.

I would like to express my appreciation of your involvement and time spent on assisting with this complex project. I think the many different parts of the project all have their own benefits and, overall, the program of providing additional access to Swan Island will prove to be of major benefit to this region.

R. N. Bothman
Administrator

RNB:ke

Attachment

cc: F. B. Klaboe

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FOR
Info | Invest | R/D | L/R | Sign | Act | File

NOTE
F. B. KLABOE

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 29, 1979

Telephone 238-8226

Swan Island Task Force Members

copy

Subject: Basin/Going - Greeley/I-5 Project Status

The final environmental impact statement on the Basin/Going and Greeley/I-5 projects has been approved by the Federal Highway Administration.

This approval has been pending the approval of an improvement and management program for the I-5 freeway by the Oregon Transportation Commission (they approved this program June 19) and approval of an additional ramp to the interstate system by the U.S. Secretary of Transportation, which was accomplished June 28.

The next step is for the notice of the approval of the final impact statement to be published in the U.S. Federal Register, which will be accomplished the first week of July. After a thirty day period in which additional comments can be received, the final approval of the project occurs automatically unless there is a major comment. The Oregon Department of Transportation will be in a position to move forward with right of way acquisition, final design, and construction in August.

There is one effort which will have to be accomplished prior to proceeding with acquisition of right of way and that is the establishment of funding, which will have to be worked out during the next month.

Robert N. Bothman

R. N. Bothman
Administrator

RNB:ke

Form 734-3122

9380

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

DATE: April 26, 1979

TO: F. B. Klaboe
Director

FROM: R. N. Bothman
Administrator

SUBJECT: I-5 North Freeway Improvement and Management Program

The attached program was developed in response to your letter to Glen Green of June 26, 1978, which laid out a transportation systems management program for the Interstate Bridge-Marquam Bridge section of I-5 in Portland. The basic purpose of the project is to provide the necessary management of the I-5 North freeway to accommodate the Greeley/I-5 ramp, which in turn provides the required access to allow the Swan Island area development to proceed.

In response to your letter, Glen Green did approve the program, allowing the Greeley/I-5 Final Environmental Impact Statement to proceed to completion, however, advised that "the FEIS and subsequent granting of additional access to I-5 will be based on two factors: (1) an acceptable FEIS and (2) the progress and degree of commitment that has been attained in developing improvements to the I-5 corridor.

The FEIS was transmitted (after three tries) to FHWA March 6.

The attached program was completed this week and is transmitted for your review and consideration.

The program includes a summary (the first several pages) followed by the technical report. The program summary is written so that it can be removed from the report and used for transmittal to our Commission or whatever necessary to gain support for the program. Technical review would require the total report. Full understanding of the program would undoubtedly require a briefing of the traffic analysis work, which is the backbone of the report. The actual "planning" design work accomplished has been done by the Salem Design Section.

Recent discussions with Ernie Valach indicate some type of commitment to such a program will be required in order that FHWA can act upon the Greeley/I-5 FEIS. An acceptable commitment would be adoption of the recommendations of the report and commitment by the Commission to proceed with the report recommendations.

I believe the project summary is self-explanatory. The program did evaluate the current levels of service, bottlenecks, and operation on the freeway and the design options to correct those bottlenecks. With the bottlenecks corrected, a ramp metering proposal was designed to operate the freeway at a D to E level of service.

The D to E level of service (speeds ranging during the peak hour from 30 to 40 mph) provides the maximum movement of traffic on the freeway. Higher speeds would reduce the movement; lower speeds would reduce the movement. Higher speeds would provide a higher level of service, but would not increase the movement of traffic through the corridor.

The program is ambitious and costly but does accomplish the balancing and the removal of bottlenecks between the Marquam Bridge and the I-5 Bridge. With the constraint to the auto being imposed by the current transportation plan for Portland, the management of this section of freeway by ramp metering is mandatory.

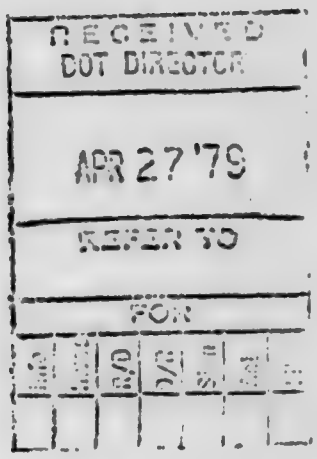
The report does indicate that, with or without the Greeley ramp project, we have a problem. The Greeley ramp project can be accommodated within the improvement and management program proposed.

I would appreciate your review of the program proposed, recommendation of whatever briefing necessary, and transmittal to the Transportation Commission for their adoption at the May Commission meeting.

RNB:ke

Attachments

cc: Glen Green



9380

326-1978 (100)

STATE OF OREGON

INTEROFFICE MEMO Portland

ODOT - METRO — DEPT.

238-8226 — TELEPHONE

DATE: March 26, 1979

TO: D.O. Christiansen
Final Design Engineer

FROM: J.D. McClure
Project Development Engineer

SUBJECT: Basin/Going Project
Pedestrian Overcrossing

After a review at the last TAC meeting, the Port of Portland has come up with what should be their final comments on a design of the pedestrian overcrossing.

They have indicated that there is no requirement other than normal highway clearance over the highway, but would like to remark that they fear a distorted look, and if cost were not a great factor, they would prefer a grade line be carried constant from the railroad required clearance. They have no problem with reversing the spiral on the south end of the overcrossing so that the ramp comes down parallel to the railroad tracks. They will assure that the developer of the adjacent property include an internal sidewalk system designed to further the use of the overcrossing.

A second concern related to the development of the property to the south of Going, deals with the use of the new access to the property. The Port fears that the vehicles leaving this new access on Going Street will cross all lanes of traffic to gain access to the left turn refuge to Basin Avenue for the use of the island's street system. They feel that this would be a dangerous situation and suggest some type of divider separating the through-lanes from the left turn refuge. This would force the traffic through the internal circulation system of the developed property and let them on-to Going Street farther west so they can gain safe access to the left turn refuge.

The TAC concluded that the curb cuts to accommodate pedestrian/bike traffic crossing Basin Avenue should be placed at the south end of the small bus-loading island.

The Port would like an opportunity to review the asthetics of the crossing when the design is farther along. Our staff has reviewed the recommendation and concur in these minor modifications.

JDM/DEF/PE

Attachments

cc: M.J. Klotz, E.J. Dunn, D.E. Fantz

Versteeg ✓
Anderson ✓
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

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MAR 22 1979
ROAD DESIGN SECTION

REFERRED TO BY FINAL DESIGN ENGINEER

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Cole Sample
Eriksen Watson
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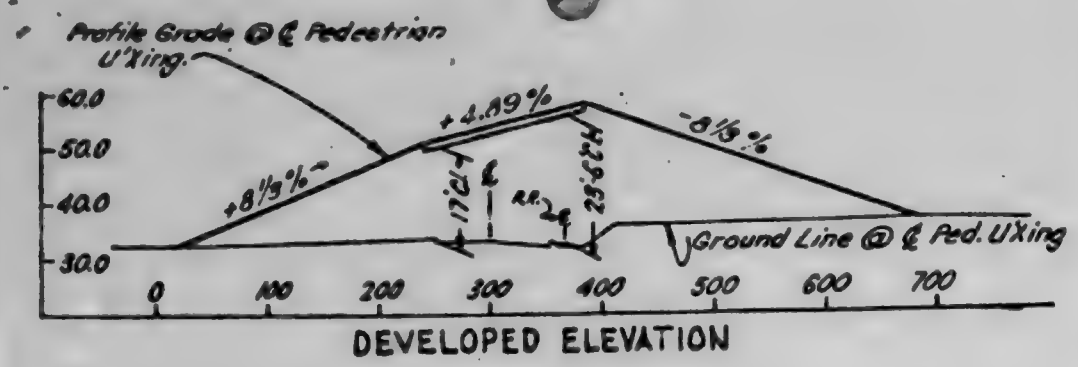
Apple Bridge 3-22-79



Horizontal Scale 1"= 100'
Vertical Scale 1"= 20'

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"Ba"
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Lc=261.26
"L" 51-65.45 Bk
"L" 51-65.00 Ah
"La" 50-81.98 PC
"La"
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"L" 54-14.15 PC
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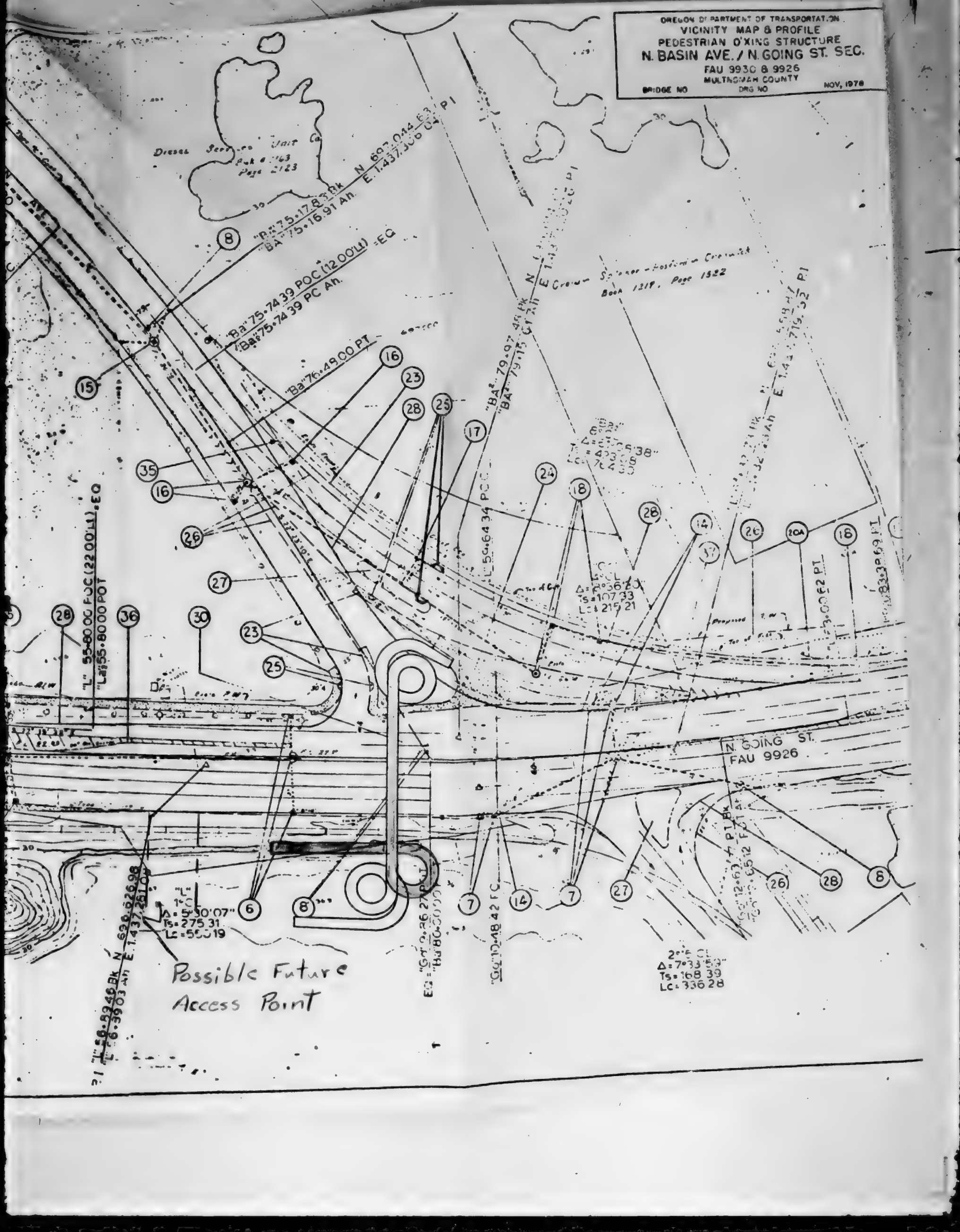
OREGON DEPARTMENT OF TRANSPORTATION

VICINITY MAP & PROFILE
PEDESTRIAN O'XING STRUCTURE
N. BASIN AVE. / N. GOING ST. SEC.

FAU 9930 & 9926

MULTNOMAH COUNTY

BRIDGE NO | DRG NO | NOV, 1978



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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 7, 1979

In reply refer to: HPD-OR /M-9945(1)

SUBJECT: I-5 Interstate Bridge to Marquam Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Director, Oregon Department of Transportation

C-MM/ JAN 2, 3, 5 #9729

This represents FHWA response to the draft report forwarded by Mr. Bothman's February 15, 1979, letter. This report was also discussed at the February 27 meeting in Mr. Bothman's office.

From FHWA's perspective the report must be expanded to contain the information necessary to establish that if the Greeley ramps are advanced, I-5 will be able to function at a reasonable level of service including safety considerations. The following are specific comments from this perspective.

The report only lightly touches long-term improvements. The Greeley ramps represent a major action and long-term transportation investment. The report must specifically evaluate necessary additional capital improvements, including funding sources, which will mitigate identified I-5 deficiencies including those in the Swan Island access EIS. As stated in our July 13, 1978 memorandum, the level of commitment which has been reached in developing the I-5 corridor will be a determinant in advancing the Swan Island access project.

We are aware that you have made some preliminary analysis of necessary major improvements between the Fremont and the Marquam bridges. Some general feasibility has been established. Supplemental evaluations and financial planning to develop these concepts are needed in the report.

In addition to the Greeley ramps future local connections to I-5 are under study in the East Marquam Interchange area and planning for major reconstruction in the Oregon Slough Bridge area is advancing. The effects of these proposed projects and a detailed analysis of the entire section of I-5 is needed in the report.

The report does not discuss the role of public transit, carpooling, or TSM strategies other than ramp metering. An evaluation of the contribution of these strategies for maintaining a reasonable level

of service on I-5 is needed.

The report evaluates ramp metering and indicates a good possibility for substantial benefits. Metering together with needed major capital improvements now appears to offer the possibility of assuring long-term serviceability of this section of I-5. Immediate implementation of ramp metering between Going Street and the Interstate Bridge is encouraged while the larger issues involving the Swan Island access are being resolved.

G. L. Green

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cc: State (H. S. Coul)

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

2-23-77

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Swan Island Access - Wetlands	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
2-23-79	C. T. Christianson, Area Engineer	M-9945(1) & M-9926(1)

IN COMPANY WITH

Nancy Ellifritt, U.S. Fish & Wildlife & Donna Kilber, ODOT Environmental

REMARKS

BASIN/GOING-GREELEY/I-5
FEIS Wetlands Review

The purpose of this field review was to make an on-site inspection of the Swan Island Lagoon and to evaluate the consideration and discussion of Wetlands prepared for inclusion in the Final EIS. The review was made with the appropriate representative of the U.S. Fish & Wildlife Service in order to coordinate our efforts with the agency having expertise and knowledge of Wetlands issues.

Background data and maps showing location and status of Wetlands along the Lagoon and in the Mocks Bottom area were reviewed. The USF&WS representative was in agreement with the finding that the project would have no significant impacts on existing Wetlands. It is understood that this agreement does not preclude further comment or action by USF&WS when application is made for construction permits.

cc:
Donna Kilber (ODOT/Salem)
Dick Cowdery (HED-OlO/Region)
Nancy Ellifritt (USF&WS)

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V. Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 23, 1979

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NOTED
H.S. COULTER

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Swan Island Transportation Access
Basin/North Going and Greeley/I-5
Multnomah County
Final Environmental Impact Statement

Dear Mr. Green:

On June 26, 1978, the Oregon Department of Transportation requested that your office allow development of the subject final environmental statement and at the same time supplied substantial documentation regarding our intention to proceed with an Interstate 5 (Interstate Bridge-Marquam Bridge Section) Freeway improvement and ramp control study.

Your July 13 response approved the development of the FEIS and that your approval would be based on two factors: (1) an acceptable FEIS, and (2) the progress and degree of commitment that has been attained in developing improvements to the I-5 corridor. With regard to the first condition, ODOT staff has extensively coordinated with EDA, Port of Portland, City of Portland and FHWA Region and Division staff to improve shortcomings noted in the DEIS, namely the issues of wetlands and the elements of secondary impacts. The Economic Development Administration, City of Portland and the Port of Portland are satisfied with the document. The Department of Environmental Quality has also determined that the project is consistent with the State Air Quality Implementation Plan.

With regard to the second condition of your July 13 response, the I-5 improvement study from Interstate Bridge to the Marquam Bridge is now completed in draft form by ODOT. Extensive review of the study by the City of Portland, Tri-Met, the Port of Portland, and FHWA will be conducted over the next several weeks. It will then be submitted to your office in completed form in March.

To summarize, the Oregon Department of Transportation has completed the elements of condition of the subject FEIS approval. We are transmitting three (3) approval copies of the FEIS so that we may obtain your early concurrence.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:lb

Attachments

cc: F. B. Klaboe
H. S. Coulter
R. N. Bothman
E. S. Hunter
D. H. Moehring
J. H. Versteeg
E. L. Hardt

9350

STATE OF OREGON

6-1978
326-1987
INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8244
TELEPHONE

TO: The File

DATE: February 16, 1979

FROM: D.E. Fantz Donald E. Fantz
Project Coordinator

NOTED
E. S. HUNTER

SUBJECT: Basin/Going and Greeley/I-5 Projects
January 29, 1979 TAC Meeting

A TAC meeting was held at Metro to review the Greeley/I-5 project design before it is submitted with the field survey. Points of concern discussed on the Greeley/I-5 projects were:

1. Disposition of existing pedestrian stairway.
2. Pedestrian/bikeway width below the hospital parking lot bluff.
3. Termination treatment of the soutbound bikeway.
4. Termination treatment at the north end of the bikeway.
5. Pedestrian crossing of Interstate Avenue at Stanton Street.
6. Landscape treatment around the pedestrian/bikeway.
7. Expected maintenance obligations.
8. Pedestrian facilities at bus stop areas.

In addition, points of discussion on the Basin/Going project included:

1. Pedestrian/bicycle crossing of Basin Avenue.
2. Asthetics of the pedestrian overcrossing.
3. Treatment of the south end of the pedestrian overcrossing.
4. The effect of the bus transfer island on access of property to the west.

Based on the restricted access from Greeley Avenue the city agreed that the stairway should be removed. The state would include the stairway use when negotiating for access rights with the adjacent property owners.

E.J. Dunn will redesign the bike path below the hospital parking lot to a ten-foot width with the necessary retaining wall. The ten-foot width is the minimum that the city bikeway planner will accept in a section of the proposed Willamette Greenway pedestrian/bike path.

The designated bikeway will be terminated by signing at the south side of the Greeley Avenue-Interstate Avenue intersection rather than have the bike traffic proceed onto the sidewalk and then back into the traffic a block later. The northbound bike traffic would be on the east side of Interstate Avenue leading up to this intersection where it would cross at a signalized crossing and connect to the two-way separated pedestrian/bikeway.

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The treatment to the north end of the separated bikeway would leave the northbound bike traffic dropping onto the shoulder. There is no treatment available to direct the bike traffic southbound on Greeley to make a left turn across traffic and enter the two-way bikeway. The city's intent is to extend the two-way biekway along the east side of Greeley to Going Street. They hope that the Willamette Greenway planning will be far enough along by the time of this project's construction to allow the extension of the proposed bikeway thus alleviating the problem.

The TAC agreed that pedestrian crossing of Interstate Avenue at Stanton Street should be prohibited, thus eliminating the need for the curb cuts on the west side and the cuts through the raised traffic median. The existing bus stop will be moved from that intersection and the proposed sidewalk on the west side would connect to the existing pedestrian path. There is presently no access to the adjacent property to the west near that intersection.

The city has asked the state to draw up a landscape plan in the vicinity of the separated pedestrian bikeway on this project. They have asked that the design include dense shrubbery between the Greeley ramp and the pedestrian bikeway and trees on the slope to the east. The landscape design section will put together a plan for their review. The city expects that the City Forester will have an input in the selection of the type of trees in the final design.

The city had a concern about the maintenance responsibilities because of the additional area being taken for right-of-way. Jim McClure indicated that the maintenance responsibilities would be determined at the time the construction agreement was made. He did indicate that the state would retain ownership of the ramps and of responsibility to maintain Interstate Avenue between the curbs. Maintenance agreements usually give a responsibility for maintenance outside the curbs to the city on this type of roadway.

Review of the plan indicated that the sidewalk configuration to allow pedestrian access to the bus stop area could lead pedestrians to use the berm area between Greeley Avenue and I-5 to Greeley ramps as sidewalk. Review of this area was requested to assure that pedestrians were not allowed to proceed north along this berm area. The standard treatment for a wall face adjacent to traffic is a GM barrier type wall face rather than a berm treatment. This would adequately deter pedestrian traffic.

The present Basin/Going project design has no facilities to allow pedestrian or bicycle traffic to cross Basin Avenue from the existing sidewalk area to the new transit island and then proceed west on Going Street. Noting the larger amount of industrial traffic, the steep grade, and the lack of roadway width to accommodate bike path designation in the travel lanes, the bike path would be placed on the sidewalk coming down Going Street. The TAC agreed that a designated cross-walk with signing would give a false sense of security to people using it and that an unmarked crossing with curb cuts should be located opposite the south end of the small bus loading island. As a possible solution to increased traffic/pedestrian conflicts it was suggested that the pedestrian overcrossing be designed so that it could adapt a connection of an elevated crossing across Basin Avenue.

The Port feels the pedestrian overcrossing should have a gateway effect to the island. They feel that the preliminary profile with the varying clearance over the roadway and railroad tracks would detract from this appearance. They also have a concern that a minimum vertical clearance should allow for internal circulation of oversize loads. The Port of Portland will check and report on requirements of clearance under the pedestrian overcrossing for circulation of oversize loads on the island.

The Port of Portland was also concerned that the configuration of the bus transfer island was detracting from the potential development of the land adjacent to the west. The Port of Portland will investigate the extent of shadowing caused by the island on the direct traffic access from Going Street, to the proposed development without forcing use of the circulation pattern.

The TAC felt that the design of the south end of the pedestrian overcrossing could reverse the direction of the spiral so that it touches down closer to the curb line of Going Street. It is unlikely that pedestrians will walk very far out of direction to cross Going Street via the pedestrian overcrossing. The Port of Portland will also review the treatment of the south end for any preference they might have.

DEF/PE

Attachment

cc: TAC, R.N. Bothman, E.L. Hardt, D.R. Adams, M.J. Klotz, J.D. McClure, G.A. Potter, E.S. Hunter, Rena Cusma.

Courtesy Copy: Mayor Neil Goldschmit and Commissioner Connie McCready

TYPE OF MEETING TAC

TIME: 9:30 DATE: 1-29-78 ,19 LOCATION Metro

ATTENDANCE LIST

NAME	ORGANIZATION	MAIL ADDRESS AND PHONE NUMBER
STEVE DOTTERRER	CITY OF PORTLAND (PLANNING)	248-4254
[illegible]	Fed. Hwy. Admin.	399-5735
MIKE BAUER	City Portland Traffic	248 4295
JOHN MACGREGOR	PORT OF PORTLAND	231-5000 Ext. 426
Don Fantz	ODOT	
E.J. Dunai	ODOT	
K.D. Limbocker	ODOT	238-8230
Ken Senn	ODOT	

9380

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: D. R. Adams
Project Development Manager

DATE: February 13, 1979

FROM: R. N. Bothman
Administrator

SUBJECT: Basin/Going - Greeley/I-5 FEIS

Discussed the FEIS with Gary Potter February 12. The preliminary draft submitted to the FHWA Division Office has been returned with comments in two categories: minor corrections and major questions.

The first major question deals with the separation of the Going Street noise mitigation project from the Basin/Going - Greeley/I-5 project. FHWA would seem to want to consolidate the Going Street Noise Mitigation DEIS with the Basin/Going - Greeley/I-5 DEIS. Our position is that that is unnecessary, unjustified, and unrealistic. The noise mitigation project is an EDA project, having no impact upon the transportation project.

The second major question deals with the Going Street alternative. FHWA does not feel that it has been adequately discussed. I agreed with Gary and Cam that a graphic would be appropriate. We have documented the investigation into the Going Street alternative and found it unsatisfactory.

The third major question is the I-5 TSM project. The indication from FHWA is that the TSM project should be integrated into the Basin/Going - Greeley/I-5 project. This is contrary to our agreement of last May with Washington, D.C. staff, which is documented in memos between Glen Green and Fred Klaboe. The agreement is that the TSM shall be moved as a separate, independent project. I don't have the exact wording of last May's correspondence, but it indicates that FHWA would approve the Going/Greeley/I-5 project subject to adequate progress on the I-5 TSM. It is therefore critical that we maintain our schedule of completing the I-5 TSM project, Phase 1 by March 1. We are holding to our understanding of last May with Washington, D.C. staff of FHWA.

Gary said the FEIS will be submitted to Ed Hunter for transmittal to FHWA this week based on the above assumptions. In addition, Gary will provide a cover letter indicating that we have fulfilled the commitments of our discussions of last May and requesting immediate approval.

RNB/ke

cc: F. B. Klaboe
G. Potter

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F. B. KLABOE

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STATE OF OREGON

INTEROFFICE MEMO

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Project Development Manager

DATE: February 13, 1979

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RNB/ke

cc: F. B. Klaboe
G. Potter

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F. B. KLABOE

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THE CITY OF PORTLAND OREGON

OFFICE OF PLANNING AND DEVELOPMENT

MIKE LINDSEY ADMINISTRATOR

BUREAU OF PLANNING

ERNEST R. BONNER DIRECTOR

424 S.W. MAIN STREET PORTLAND, OR. 97204

PLANNING 503 248-4253

ZONING 503 248-4250

(C) PDM PDE TSB PC
ODOT - METRO

Send this to Hal Vanstreg.

DEC 6 - 1978

Portland 326-1966 (120)

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ENVIRONMENTAL SECTION
DEC 14 1978

December 5, 1978

AM PPS 864 FILE: T/A

MEMORANDUM

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.

TO: Ruth Spetter, City Attorney's Office

FROM: Steve Dotterrer, Transportation Planning SD

RE: Going Street Noise Mitigation Project

As you are aware, the City has recently begun preliminary engineering on a possible Going Street Noise Mitigation Project. At the first meeting of the Technical Advisory Committee, several legal issues were raised, and John Lang, Bureau Chief of Street and Structural Engineering, requested that I get an opinion from the City Attorney's Office. I am sending a copy of this memo to Bob Bothman, ODOT's Metro Administrator, so that he will be aware of the legal issues which have arisen as a result of this project.

The basic issue, stated most simply, concerns the City's (or any government's) legal responsibility for noise pollution as a result of vehicular traffic. In relation to this particular project, the issue has several variations.

First, can the property owner or resident be reimbursed for noise pollution by a "damage payment," rather than a removal of the pollution (either through property purchase or noise mitigation)? Michael Hogan, President of Earth Metrics, the City's consultant on the project, stated that the courts have held in airport-related cases that damage payments do not eliminate a peron's right to sue - and in fact, he may sue as often as he likes. Does the same situation hold for highways?

In a second situation, the City could propose several alternatives which reduce noise pollution. After review, the residents may decide that the "solutions" for noise pollution are undesirable because of negative impacts (loss of view as a result of wall construction, for example). In this case, the noise solution could be rejected by City Council at the request of residents. Could later residents decide, for whatever reason, that the cure is necessary, and legally require the City to provide noise mitigation? A variant of this situation, (one which is likely to arise), concerns several alternative noise mitigation solutions, each of which reduces the noise a different amount. If the City elects a less mitigating solution, could later residents demand the maximum relief?

cc Funtz 12-8-78 D

cc Kaiser

This second situation is complicated by the fact that the federal (FHWA) regulations relating to noise pollution are recommended. That is, the 70 dBA noise standard for residential uses is an advisory objective, and not a mandatory requirement, for FHWA financing of the project. In the case of Going Street, the actual construction will be funded by EDA, which, to my knowledge, has no noise standard at all.

A simpler question than those above concerns the use of public funds on private property. In some areas of the project, in order to reduce property acquisition costs and to leave maintenance responsibilities with private individuals, it may be desirable to build the wall or other noise barrier on private property. Can City and/or federal funds be used to construct something on private property?

I realize that the questions I am asking are rather broad. If you need any further information please give me a call at X4254. In order to meet the project schedule, I will need tentative answers by the first week in January, and a written response for use by the consultant in the DEIS by February 12.

SD:hm

cc: Bob Bothman, ODOT- Metro
Kay Ransom, Earth Metrics
Doug Wright, Bureau of Planning

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Multnomah

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 4, 1978

Duane O. Christensen
Final Design Engineer

Robert Bothman, Administrator
Metropolitan Branch

Pedestrian Overcrossing
N. Basin Ave./N. Going St. Section
FAU 9930 & 9926
Multnomah County

Attached are six prints of a preliminary design for a pedestrian structure over North Going Street at North Basin Avenue.

There is no background information on the pedestrian crossing in the location data, other than it is shown on the map and the estimate included $275,000 for the structure.

In studying the plan we have several questions about the pedestrian use.

1. The northerly end of the pedestrian structure is in the large island. A bus lane is provided along the northerly side of this island with a small island northerly of the bus lane so pedestrians enter and exit on the right side of the buses. This requires all bus passengers to walk across the bus lane to the large island, which doesn't appear to be good design. Could the bus lane be provided along the southerly side of the large island to eliminate that problem? The buses could turn north through a slot in the island after loading to proceed northerly on Basin Avenue.

2. On the southerly side of Going Street the pedestrian structure ends in a presently undeveloped area. Is there a future plan for a pedestrian walk on the south side of Going St. or some other location? Should the structure end in a different location?

Please review the proposed design with these questions in mind and arrange for the Port and the City to review and approve a design satisfactory to them. We need to develop the right-of-way required for the pedestrian facility on the southerly side of North Going Street and the railroad spur track.

When we have an approved plan we will complete the structure preliminary design.

FE:jh

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1981 N. Basin Ave./N. Going St. 9380
Sec. of FAU 9930 & 9926 on Swan Isl.
(Gr., Pav., Illum., Sig., Lndscp.) #1

For E.I.S. see Greeley to I-5
folder in ~~CON 21-10-1-SP~~ #9729

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 1, 1978

Salem, OR., 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: EDA Comments
Greeley/I-5 & Basin/Going Interchange
FEIS

E. S. HUNTER

TO: R. N. Bothman
Metro

The attached letter represents a number of work items that will be included in the subject FEIS. As you will recall, a recent meeting was held and we agreed to include "5 pages" in the FEIS on the secondary impacts of developing Mock's Bottom. We see nothing in the attached letter directly conflicting with that course of action.

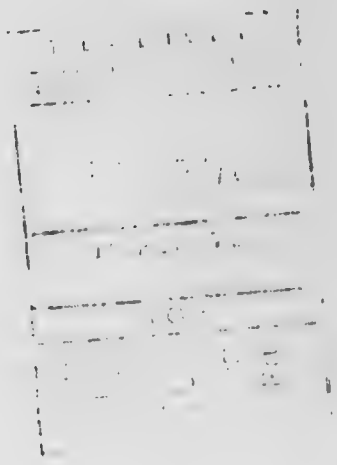
However, I feel the Port of Portland may wish to comment on certain items mentioned in the letter, particularly Item 2, bottom of page 2.

We would appreciate any comments that Metro and the Port have on this letter before we complete the FEIS.

GAP:1b

cc: E. S. Hunter w/attach.

Attachment



U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

October 25, 1978

Mr. Gary Potter
Manager, Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

During our September 28 meeting in Portland we agreed that the potential environmental impacts associated with the development of Mock's Bottom would be included in the Final Environmental Impact Statement you are preparing for the Greeley/I-5 and Basin /Going Interchanges. This arrangement would, in our view, allow EDA to fund the proposed Mock's Bottom overcrossing without preparing a separate EIS for the Mock's Bottom project. The approach seems rational after reviewing those NEPA guidelines that deal with cumulative impacts and considering the amount of environmental data presented in your EIS which would simply have to be repeated in any separate EDA document done for just the Mock's Bottom sub-area of the entire Swan Island complex.

We consider that your draft already adequately addresses many of these potentially redundant concerns that would reappear in any separate Mock's Bottom EIS. For example, we obviously feel that your expertise in dealing with traffic impacts has resulted in an adequate treatment of these impacts in the existing draft. However, there are "secondary impacts" which will result when the new transportation corridors studied in your EIS are tied to Mock's Bottom with the overcrossing being proposed for EDA funding. We are not asking for a supplemental draft EIS to cover these impacts, but only that they be addressed as secondary impacts in the expanded final statement. Specifically, we feel that these impacts fall into two general categories; potential impacts on the Mock's Bottom land area itself and potential impacts on the upland residential area that overlooks Mock's Bottom from the bluff. The issues which should be covered are briefly listed in the following two paragraphs.

Most of the expanded EIS section dealing with our concerns about the Mock's Bottom land area itself should be written by a biologist. The uplands impacts could probably be handled by any of your staff members capable of extracting information from the background data you already have on file for the total Swan Island development. The total EIS expansion should require only five to ten pages to respond to the impacts in both categories.

In the section dealing with potential impacts on the Mock's Bottom area itself, the following questions should be answered:

1. Why doesn't the President's Executive Order on Protecting the Nation's Wetlands (Executive Order 11990) apply to Mock's Bottom? In other words, the biologist needs to explain why the area isn't a wetland, even though a layman might conclude, based on type of vegetation and the number of standing water pools, that it does fit the wetland's definition.

2. To what extent does the area provide food, cover, or habitat for wildlife and bird populations?

3. Do the noise contours presented in the draft statement include the addition of industry on Mock's Bottom similar to those firms already located on the balance of Swan Island? This question overlaps to some extent into a second category of questions, in that the noise contour levels in the residential area above Mock's Bottom are those that will most likely generate any public controversy that might provoke a NEPA lawsuit.

4. In general, what additional air quality degradation is likely to occur as the result of industrialization of the Mock's Bottom area? I realize we cannot input to an air quality model when we don't know precisely what firms will locate at Mock's Bottom. However, I believe Port officials said at our meeting that if EDA didn't build the overcrossing they would go ahead and do it themselves since there were three firms ready to buy the land. Accordingly, we either need to name these firms or state the types of industries that the Port feels are likely candidates for the site and generally the type of air pollutants that industries of this size could be expected to contribute to Portland's air.

In the section dealing with potential impacts on the residential area above Mock's Bottom, the following questions should be answered:

1. To what extent will "visual pollution" caused by further industrialization of Swan Island, including Mock's Bottom, be mitigated by either aesthetic buffers such as landscaping on the bluff or by design restraints on the new industry?

2. Briefly, what is the public's awareness of the total planned developments on Swan Island and Mock's Bottom? This question could probably best be answered in two parts. First, by referring to the sections of the draft EIS that refer to past public participation. Second, by providing some indication that the general public has been informed that the Port will use a portion of the President's Oregon Commitment to open up Mock's Bottom.

It would be particularly wise, I feel, to have some evidence in the final EIS which indicates that the neighborhood association on top of the bluff is aware of the proposed Mock's Bottom overcrossing. This might be possible by either calling the association's president or at the very least by showing that the local area newspapers or neighborhood sections of Portland's major newspapers have specifically carried articles about the overcrossing.

In summary, Mr. Kaiser is correct in his October 3 memo to the file when he states:

"To summarize, EDA is saying that they want to be able to point to ODOT's Greeley FEIS and say that the secondary impacts addressed in that document adequately cover the impacts of the Overcrossing."

I believe that satisfactory answers to the six questions posed in this letter will enable us to make that statement. Please call me if you want to discuss the questions in more detail.

Sincerely,

Larry Burr

Larry Burr, P.E.
Regional Environmentalist

cc:
Tom Current, EDA Rep.
Portland, Oregon

9380 C C Multnomah

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

DATE: October 26, 1978

TO: Floyd O. Scott
Right of Way Descriptions Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
Basin Avenue-Going Street Section
FAU 9926
Multnomah County

At the request of Frank Roberts, I am submitting the following locations where easements should be obtained for permanent signs on the above named project:

"Go" 54+00 Rt.
"Ch" 45+50 Rt.
"Ch" 48+00 Rt.
"An" 29+00 Lt.
"An" 29+00 Rt.
"An" 31+00 Lt.
"An" 31+00 Rt.
"Ba" 73+00 Lt.
"Ba" 73+00 Rt.

All other sign locations appear to have adequate right-of-way width.

L. E. George
Traffic Engineer Supervisor

ELS:cs

cc: Frank Roberts

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81-125-1387

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Multnomah

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 23, 1978

Duane O. Christensen
Final Design Engineer

Ken D. Limbocker
Metro Design Engineer

Use of Type "P" Inlets
Basin Ave.-Going St. Interchange
FAUS 0726, FAUS 9926
Multnomah County

We received a letter from you dated January 10, 1978, stating the City of Portland had agreed with your recommendation to discontinue the use of Type "P" inlets on City projects. The City had agreed to the use of Type "G" or "G-1" inlets with special grates. We are in agreement with this change in policy.

On the "Basin-Going" project which was developed by Mr. Bresnan, and later Mr. Dunn's office, the storm drainage system makes use of Type "P" inlets. We will revise the storm drainage system to use "G" or "G-1" inlets.

We understand that Multnomah County also has agreed to the use of "G" or "G-1" inlets on their projects. If you would confirm this, we will initiate a "Memo" to designers and Location Engineers on the change in policy.

1 Versteeg ✓
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2 Sullivan JWS
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FE:ab
cc: Fred Eriksen

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DIRECTOR'S FILE

file cy

DRAFT COPY

October 2, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center NE
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use Interstate Transfer funds for four highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Federal Funds	Local Matching Funds
N. Basin Ave. - I-5 (Portland) Going St.	PE	$ 171,500	$ 28,500
NE Glisan St.-SE Holgate Blvd. (Portland) 39th Ave.	PE, R/W & Constr.	1,155,000	192,000
T.V. Hwy. @ SW 185th Ave. Tualatin Valley Hwy.	PE, R/W & Constr.	1,286,000	214,000
SW 65th Ave.-Capitol Hwy. Beaverton-Hillsdale Hwy.	PE, R/W & Constr.	707,000	118,000

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Governor

RWS:sc
Enclosures
cc Columbia Region Association of Governments
Robert A. Burco, Ext. 6388

9380

CON 21-10-1
Sep
Basin-
Gang

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

238-8226
TELEPHONE

DATE: September 29, 1978

TO: The File

FROM: R. N. Bothman
Administrator

SUBJECT: I-5 Transportation Systems Management Task Force
First Meeting September 27

Corr
Con 21-1
I-5, 1
#9729

An introduction to the task force (attendence attached) included a discussion of the Greeley/I-5 ramp project and the relationship between that project, the Jantzen Beach project, Marquam Bridge project, I-205, Banfield, and a TSM effort on I-5.

The schedule of activities was presented. The work program of the first effort, being the traffic study, was presented and discussed.

A film was presented, obtained from CALTRAN, of ramp metering in the San Fransisco Bay area. Slides were shown of similar congestion problems at ramps in the Portland area.

The following topics, questions, and discussions followed the introduction:

1. The TSM effort is a systems approach to managing traffic on I-5.

2. An attempt will be made to fully utilize I-5 and the ramps.

3. The Greeley/I-5 FEIS effort will be carried in parallel with the TSM effort. The two efforts will be jointly utilized to gain approval for the additional access at Greeley to I-5 in the spring of 1979, upon completion of both the FEIS and the phase 1 portion of the TSM study.

4. The effort in the state of Washington to manage the freeway is somewhat separate from Oregon's effort because of the control at the Interstate Bridge. However, Oregon will coordinate their effort with whatever is occurring in Washington.

5. Prioritizing use of the freeway. The question of who gets use of the limited capacity which will exist, the regional trip, the local trip, or special trips, i.e. Swan Island. This question will have to be resolved. The definition of the problem is the first phase of the effort.

METRO
R. KLARE

6. Consideration of contraflow on the Interstate Bridge. The 1975 study indicated that was not practical. We will review that possibility.

7. The O & D study-the number of ramps, the sequence of the study. Cards will be used to accomplish the O & D study. Selected ramps will be studied. Additional consideration will be given to studying all the ramps.

8. PR will be necessary for implementation of ramp metering and traffic management of the freeway system. This needs to be emphasized.

9. Relationship of the TSM project to the CRAG systems work and traffic projection. We will work with the existing conditions and utilize the CRAG projections to develop our future requirement and utilization of the facility. There is a constraint on the freeway. The management project is to develop the maximum capacity that the facility can accomplish and then design the uses to meet that available capacity. The TSM effort will actually be an input to the systems effort, as opposed to the systems effort being an input to the TSM effort. To put it another way, the traffic assigned to the I-5 facility will be based upon the capacity that is developed in the TSM plan, and that capacity then will be fed into the regional projection.

10. Surveillance programs. A surveillance of the system will be considered as a solution as part of the TSM project.

11. Consideration should be given to the availability on a consultant basis of Dr. Adolph May, University of California, Berkley, Institute of Transportation Studies. Dr. May is probably the most knowledgable expert on freeway operations and control and the key effort behind the L.A. and San Fransisco programs.

A team from Portland will be reviewing in Los Angeles the CALTRAN effort during the month of October. The group will consist of Tom Schwab and Ron Wolfe, ODOT; Don Bergstrom, City of Portland; and Ernie Valach, FHWA.

The task force will serve several basic functions: first, to provide a flow of information from the effort underway by ODOT to the jurisdictions on the task force, all of which will be impacted by a TSM approach to the Portland freeway system. Second, the task force can provide a flow of information of activities by the various jurisdictions which should be considered as we attempt to come up with the solution to managing the freeway operation; third, to utilize to the maximum the expertise which is available from the various jurisdictions in developing the TSM study and solutions; and last, to develop with the various jurisdictions which will be involved with and affected by the management of the freeway system support for that program.

Don Fantz will be the project coordinator from ODOT on the TSM program. The major technical effort will be accomplished by Tom Schwab, ODOT.

I would hope that all members of the task force will provide a maximum input to the initial evaluation and the development of the program through the task force meetings and direct contact with myself, Don, or Tom.

ke

Attachment

cc: Dick Carroll
Ernie Valach
Doug Wright
Don Bergstrom
Bob Johnson
Paul Bay
Ken Johnson
Carl Simons
Keith Lawton
Fred Klaboe
E. Hunter
H. Coulter
Ed Hardt

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

September 26, 1978

FILE:

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Final Environmental Impact Statement - Basin-Going Street/ Greeley - I-5

TO: L.E. George
Traffic Section

NOTED
E. S. HUNTER

Additional traffic analysis is necessary to complete the FEIS for the Basin-Going Street/Greeley - I-5 projects. The analysis should address the following points:

1. Consider Going Street to I-5 as an alternative solution.
2. Address existing traffic conditions on Going Street.
3. Consider the Going Street alternative under full employment conditions on Swan Island.
4. Describe necessary improvements on Going Street and I-5 to make the alternative workable.
5. Identify any continuing traffic problems which could not be mitigated through additional construction.

In order to meet the schedule for completing this project, the above information is needed by October 20. Questions regarding this request should be directed to Donna Kilber (x 8486), who is Project Manager for this project.

DK/cjw

cc E. S. Hunter
Bob Bothman

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Department of Transportation

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 16, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Study Report & Location/Design Approval
Project No's. M-9926(1) & M-9945(1)
Basin-Going & Greeley/I-5 Sections
City Streets (FAU 9926 & 9945)
Multnomah County

Attached for your information is a copy of the study report with supporting documents for the combined two subject projects to aid you in your evaluation to determine if the final EIS adequately addressess the proposed location/design.

Upon FHWA's adoption of the final EIS we request location/design approval and authorization to proceed with the portion of preliminary engineering including utility and railroad preparatory work and archeological salvage under the subject projects necessary to obtain PS & E approval at an estimated total cost and obligation of Federal funds as follows:

Project No.	Total Cost	Federal Funds
M-9926(1)	$ 10,000	$ 8,550
M-9945(1)	40,000	34,320
Total	$ 50,000	$ 42,870

JLG:tmw
Attachment
cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
Max Klotz (Metro)
E. L. Hardt (Region 1)
W. Wakerlig

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Oregon Department of Transportation

STUDY REPORT
BASIN AVE. - GOING ST. AND GREELEY AVE. - I-5 PROJECTS
CITY OF PORTLAND
MULTNOMAH COUNTY

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BASIN AVENUE-NORTH GOING STREET AND
GREELEY AVENUE - INTERSTATE 5 PROJECTS
CITY OF PORTLAND
MULTNOMAH COUNTY

STUDY REPORT

The Basin Avenue-Going Street Intersection and Greeley Avenue-Interstate 5 (I-5) projects are proposed to improve access to the Swan Island area, relieve traffic related problems on Going Street and allow future expansion of the Swan Island industrial complex. The two projects, while separated by about one mile, are an integral part of the overall plan to improve traffic service to Swan Island.

Going Street is the major access from I-5 to Swan Island and Greeley Avenue is a north-south street that also provides local traffic access to the area.

All traffic (26,700 vehicles daily) entering and leaving the Swan Island complex must pass the Basin Avenue-Going Street Intersection which becomes overloaded during peak hours.

The Basin Avenue-Going Street Intersection project will facilitate traffic movements to and from the Swan Island complex and the Greeley Avenue to I-5 project will provide an alternate route for Swan Island traffic to and from the south on I-5.

Two build alternates are being considered for each project. Following are project descriptions and a summary of the impacts for each.

BASIN AVENUE-GOING STREET INTERSECTION

Alternate 1 would include a grade separation for all outbound traffic to cross over Going Street. Lagoon Avenue and Anchor Street

roadways would be extended across the Swan Island lagoon. Portions of local streets would be converted from two-way to one-way traffic. Bus transfer sites and pedestrian overcrossings would be included in the project. Estimated cost is $3,630,000.

Implementation of this alternate would improve traffic flow through the intersection, allow future growth of the industrial complex, increase noise levels by one to two dBA, and fill from the Lagoon Avenue and Anchor Street extensions would impact the lagoon and require special permits. The conversion of two-way streets to one-way traffic would create some out-of-direction travel and some temporary confusion until drivers become accustomed to new traffic patterns. Air quality should not be adversely impacted.

Alternate 3C would retain the present at-grade intersection; however, a system of one-way streets would eliminate most cross traffic. Anchor Street would be extended across the Swan Island lagoon. As stated previously, some two-way streets would be converted to a one-way system. Bus transfer sites and pedestrian overcrossings would be included in the project. Estimated cost is $1,450,000.

Implementation of this alternate would improve traffic flow through the intersection, allow future growth of the industrial complex, noise levels would increase one to two dBA, fill from the extension of Anchor Street would impact the lagoon and require special permits. The conversion of two-way streets to one-way would create out-of-direction travel and some temporary confusion until drivers become accustomed to the traffic patterns. Air quality would not be adversely affected.

GREELEY AVENUE-INTERSTATE 5 PROJECT

Alternate 2 would include a southbound ramp from Greeley to I-5 with a grade separation at Interstate Avenue; a northbound ramp that would connect at grade with the Interstate-Greeley Avenues intersection; four laning of a portion of the southbound lanes of I-5; and widening of the Broadway/Weidler exit from one lane to two lanes. Estimated cost is $5,215,000.

Implementation of this alternate would create an alternate route for Swan Island traffic to and from the south on I-5; have a potential for decreasing truck traffic on Going Street; noise impacts would be somewhat higher on Greeley Avenue; three residences would be displaced through right of way acquisition; air quality should not be adversely affected.

Alternate 3 would be the same as Alternate 2 except the northbound ramp would pass over Interstate Avenue. Estimated cost is $6,266,000. Impacts from implementation of this alternate would also be the same as Alternate 2 except that right of way would displace five residences and four businesses.

The four alternates along with the Draft Environmental Impact Statement were presented to the public at a hearing held at 7:30 p.m., March 15, 1978, at Humboldt Grade School, Portland, Oregon. There were approximately 45 persons in attendance in addition to Oregon Department of Transportation personnel. Twenty items of testimony (speakers at the hearing, cards and letters) were received. Sixteen persons felt

the project build alternatives were acceptable or made no indication of their opinion. Four persons opposed the projects. One speaker specifically stated his preference for Basin/Going Alternate No. 1 and another was specific in his preference for Alternative 3C. For the Greeley/I-5 project, one speaker specifically mentioned a preference for Alternate 2. Two speakers preferred Alternate No. 3.

D. Kinney stated that the majority of traffic will still use Going Street. He feels a new connection to the I-405 Freeway from Swan Island is needed. Our traffic studies show that there will be an increase in Going Street traffic because of the projected 6,200 employment increase on Swan Island if transportation access is improved. If access is not improved, however, Going Street traffic will increase to an even greater extent. New ramps to I-405 were considered earlier but studies indicated the benefits derived from the proposed connections to I-5 would be far superior.

Don Fontana suggested heavier reliance on mass transit to relieve congestion on the island and eliminate the need to widen or improve streets. Bus transfer sites are included in the Basin/Going alternatives since improved transit is required to aid in the handling of future island trips.

State Representative Howard Cherry stated he was in favor of the projects and that he felt Greeley/I-5 Alternate 3 was safer than Alternate 2. This was because off-ramp traffic would not have to contend with the signalized intersection at Greeley/Interstate Avenue.

Gerie Weaver expressed concern that the proposed structure shown for Alternate No. 1 at the Basin/Going intersection might obstruct his

view of the river. He stated that Alternate 3C, which does not include any new bridges, was favored by him and his neighbors.

Herb Simpson, owner of a roofing company in the vicinity of Mississippi and Graham, felt the projects serve the purpose of saving the community. He would like to see Greeley/I-5 Alternate 2 constructed since it would provide better access to his business from I-5. Other businesses we have contacted have not expressed a keen interest in this additional access.

Bob Orr and L.A. Kirkeby of UPRR provided testimony which indicated concern for those people entering and leaving the railroad fire access road south of the Basin/Going intersection. They feel Alternate 1 creates more out-of-direction travel than Alternate 3C but is safer. It is their opinion that without a traffic signal at the intersection under Alternate 3C, inbound traffic will have difficulty turning south into the railroad facilities. Leaving the railroad area during the evening peak is also a concern of theirs as traffic on Going Street will increase as Swan Island development occurs.

Mort Michelson, Port of Portland, and Bill Lind, representing the Portland City Council, endorsed construction of the Basin/Going and Greeley/I-5 projects. They did not specify which alternates were favored.

Charlie Harris questioned whether the possibility of increased traffic on Greeley north of Going Street had been addressed. We assured him it has and that it is reported in the DEIS. We also stated that the City of Portland does not want increased traffic in that area. The City Traffic Engineer has issued a statement indicating they will create

disencentives to through movements (such as adjustments to traffic signal phases) if the route becomes overly attractive to motorists.

Mr. Harris also expressed an interest in providing for bicyclists on Greeley Avenue at the Greeley/I-5 project. Greeley Avenue is designated as a bike route in the City's Arterial Streets Classification Policy and it is recommended that facilities for bicyclists be provided.

Based on testimony received from the hearing, it is apparent the projects should be built. It is also apparent after holding post-hearing TAC and CAC meetings that these people prefer Alternate 3C of the Basin/Going project be built. This alternate costs $2.2 million less than Alternate No. 1. It can handle overall traffic adequately and has essentiallty the same environmental effects as Alternate No. 1.

Alternate 3 of the Greeley/I-5 project was favored over Alternate 2 due to the significant safety advantages of the grade separated off-ramp at Interstate Avenue. The estimated cost of Alternate 3 is $1.0 million greater and would require acquisition of two additional houses and three businesses when compared to Alternate 2. It was felt these negative aspects did not outweigh the traffic safety concerns.

After considering hearing and advisory committee comments, it is recommended that Alternate 3C of the Basin Avenue-Going Street Intersection project and Alternate 3 of the Greeley Avenue-Interstate 5 project be approved for location and design. Following are considerations used in making the above recommendation:

1. Increase traffic capacity.
2. Has approval of public.
3. Allows future growth of Swan Island industrial complex.
4. Reduces truck traffic on Going Street,
5. Has provisions for multi-modal transportation.
6. Is consistent with comprehensive plans and LCDC goals and guidelines.

7-11-78
DB:jp
Attach - Transcript
Hearing map
Detail maps
Profiles
Typical sections

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

March 15, 1978

Humboldt School
4915 North Gantenbein Avenue
Portland, Oregon

RE: Basin/Going & Greeley/I-5 Projects
City of Portland
Multnomah County

MR. ROBERT BOTHMAN: It is 7:35 p.m. This formal hearing is being held in conformance with Federal statutes and regulations, and the Oregon Action Plan, to consider design proposals and related economic, social and environmental impacts for transportation improvements at the Basin/Going and Greeley/I-5 intersections.

The Department of Transportation produced and released a draft environmental impact statement on February 14, 1978, for public and governmental review and comment. The response from this hearing, including a resolution from the City of Portland, will be included in the final environmental statement.

No commitment has been made by the City, State or Federal governments on the proposed designs being presented at this hearing.

My name is Robert Bothman, Administrator for the Metropolitan Branch of the Oregon Department of Transportation. I will serve as hearing chairman and will be assisted by Department of Transportation staff members: Wayne Schulte, Project Coordinator; Lou Grothaus, Right-of-Way Supervisor; and a City of Portland Planner, Steve Dotterrer, representing the City of Portland; next is Lou Grothaus, who's the Right of Way Supervisor for ODOT in this region; next, Mort Michelson representing the Port of Portland this evening; and last, Mr. Bosch, who has served as the Chairman of the Citizen Advisory Committee on the project. We also have Duane Huckell, representing the consultant, who is available this evening to respond if necessary to some questions relative to the impact statement. Their firm did the impact statement work. (There were approximately 45 other persons present.)

The proposed project is designed to improve access to the Swan Island industrial area and also to relieve traffic-related impacts on North Going Street. The alternatives consist of roadway improvements in the vicinity of Basin/Going Street intersection, and construction of on and off-ramps to connect Greeley Avenue with

the Interstate (I-5) Freeway at the East Fremont Interchange. These projects are being considered jointly to provide for diversion of traffic, from North Going Street and to provide an access for traffic to and from I-5 south.

Two build alternatives have been developed for each of the projects. Total cost of the projects vary from between $6.7 million and $9.9 million, depending upon the alternatives selected. Also considered is the no-build alternative under which no roadway improvements would be made. And that is still an alternative at this point.

The project funding is proposed from Federal, State and City Funds. Based on discussions with the City and the Port of Portland, it is understood the Port will likely contribute property as their share of the local match for the Basin/Going project.

Before we continue, I would like to just take a minute to especially note some appreciation for the Swan Island Task Force, and I see a couple of the members of that group here this evening. The Swan Island Task Force has been in operation for about three plus years maybe four, I guess, isn't that right Si; and actually was in force prior to the development of these two projects. That group has put in a lot of hours trying to address the issue of additional access to Swan Island, and also to address the impacts of the traffic to and from the Island on the Overlook neighborhood and on North Going Street. The Task Force members then were kind of expanded to provide for the Citizen Advisory Committee on this part of the effort of the Task Force, that being the transportation effort.

The actual effort of that Task Force was kind of two-fold: first, to develop an alternative access to North Going Street, which is the main subject of this hearing this evening; and second, to find ways to ease the impacts of the Swan Island traffic upon North Going Street. The second effort is currently underway by the City Bureau of Planning.

At this point in time I would like to call on Wayne to describe the alternatives which we're presenting this evening.

MR. WAYNE SCHULTE: Tonight I'd like to start out first off with identifying the project areas. The Basin/Going Project - two alternatives we will be discussing - are shown in the small arrow, or circle, that you see in this vicinity, on what might be described as the south end of the Swan Island Lagoon, or the Basin/North Going intersection. We have the two alternatives that are shown on the wall to your left for that particular area.

At the Greeley/I-5 area we also have the two alternatives that are shown to your right, and they are depicted in this circular area on the map and shown as primarily in the central portion of the existing East Fremont Interchange.

We have, of course, a separation in here on North Greeley Avenue that will tie in the two projects, and there will be no construction in this segment of North Greeley. That is an existing four-lane facility, and it has ample capacity to handle the additional traffic that would be moved from Going over to the Greeley Avenue area. So you can kind of picture in your mind, we have two different, distinct project areas.

The upper map is what we call Alternative 1 at the Basin/Going intersection. On this proposal, traffic inbound to the Island will use a one-way system onto Basin Avenue to extend to the easterly side of the Island. Traffic headed to the west side of the Island, or the Channel Avenue-Lagoon Avenue side, will continue on Going Street and connect into Channel at about Anchor Street, and continue on a one-way system to the north.

On this particular proposal, we have new roadways projected across the lagoon. This is Anchor Street extended through here. We also will have a new roadway extended from Lagoon Avenue over to its intersection with Basin Avenue.

For outbound traffic exiting the Island, those coming from the Basin Avenue side will proceed on Basin Avenue and continue over a new structure that will be shown in this green segment that you see here, a new structure over the existing Going Street. This grade separates the inbound and the outbound movements at this intersection.

Traffic coming from the Channel-Lagoon Avenue areas would use a one-way system on Lagoon, continue across the new roadway built across the lagoon, and blend in or merge with the Basin Avenue traffic, and continue on off the Island in this fashion, and either continue off to the south and up Greeley Avenue to the south or continue on Going Street as now.

We have an access for the Union Pacific Railroad, or the River Street area shown in this area in here. They now enter and exit at this location under the existing configuration. That would be moved down to about the easterly edge of the existing parking lot at the Port Center complex.

As part of this proposal, we have bus transfer locations shown in the Basin/Going area at this location and also in this area. In addition to that, there would be a widened portion of the new Anchor Street extension which would accommodate bus transfer location right in the new roadway.

We have also under the proposal a pedestrian overcrossing which would serve bus riders and others that might desire to get across the rather heavy traffic flows that would be expected on North Going Street, especially in the a.m. peak; you would have some very, very heavy traffic going through there, and to try to get those people across at a traffic signal or just at a crosswalk

location would not be a practical solution. So, even though they are costly, the pedestrian overcrossing is the best procedure and the safest procedure to get those across that flow of traffic.

On what we call Alternate 3C, we have a configuration that is primarily an at-grade facility. There are no overpasses other than the pedestrian overcrossing under this plan. Traffic inbound would use, again, a one-way system here on Basin Avenue to get to that side of the Island, and those going onto the westerly side would continue on Going Street and then turn right at Lagoon Avenue, on a one-way concept, and continue on through Lagoon and flow into this portion of the Island.

We have, again, the bus transfer locations shown on the Basin/Going intersection, and also at the Anchor Street and Going Street intersection. Traffic on this proposal, as they exit the Island from the Basin Avenue side, would continue down Basin and they would turn right, then, at this new roadway which we would, again, build across the lagoon; they would turn right, continue across a signalized intersection at Anchor and Lagoon, and proceed on a free-flow condition at the Anchor Street-Going Street intersection, and blend with the traffic coming from the Channel Avenue side of the Island with a free-flow off the Island.

Under Plan 1, we did not have any signalized intersections.

Cost, for the two proposals: the Alternate 1 total cost is $3.6 million; for Alternate 3C, we have a total project cost of $1,450,000. There is no homes to be displaced, of course, on either of these two alternatives. There is Port property, however, that will be taken on both alternatives.

FROM AUDIENCE: Would you give the cost again on the top proposal?

MR. SCHULTE: The top proposal or Alternate 1 is $3,630,000. The Alternate 3C cost is $1,450,000.

Moving then to the Greeley/I-5 Alternates, we have again the two alternates. These connect to I-5; they connect Greeley Avenue to I-5 to and from the south. There are no connections proposed to handle the northerly movements to or from I-5.

On Alternate 2 we depart from the existing Greeley Avenue in the vicinity of the old St. Johns Road, come up on a ramp and go onto a structure depicted in green here on the map, and go over, on an overpass now, over the Greeley Interstate Avenue intersection. We pass under the ramps that are in place and operational today to and from the Fremont and connect to I-5 at just about the midpoint of the East Fremont Interchange. From here we pick up an add lane on I-5 to the south; we have three lanes in this direction. We then will make contact with the west to south move from the Fremont

which exists now and will have an additional lane there so we end up with a four-lane section through this area, we widen the structure that is in place now and we would also widen the Broadway/Weidler off-ramp to a two-lane facility. The outside lane would be a mandatory off lane. The second lane from the outside would be an option lane. That movement could either depart the freeway at this point or continue on to the south on I-5 and we would have about a 1,000 foot escape lane then constructed just south of the Broadway/Weidler ramp.

On Alternate 3 we have, well let me back up a moment here, we've got an off-ramp also, of course, on Alternate 2. The off-ramp departs I-5 just south of the connection to I-5 south, and it is depicted here, again, in green. This is a structure that goes under the ramps that are in existence today off the Fremont. It passes under the Mississippi Avenue intersection with what we call a rigid frame or a tunnel-type structure. So there is a grade separated facility or a no-stop condition there.

On this particular ramp you come down to a signalized intersection at the Greeley Interstate intersection. We widen the ramp out to two lanes in this area and this provides some storage for vehicles that might desire to turn left or to the south on Interstate. They also will, of course, have the opportunity to continue down on Greeley with the two lanes heading on to the north.

Now under Alternative 2 there are some homes to be acquired, and they are shown in this area on the map. There are three of them. Due to the widened portion, of course, in here on Greeley Avenue we have to slide the roadway over to the north and there are some slopes, of course, the widening here will require the taking of three houses under this plan. The total cost of this alternative is 5.2 million dollars.

On Alternate 3 we have, again, an identical on-ramp leaving Greeley Avenue in about the same location crossing again over the Greeley Interstate Avenue intersection and tying into I-5 in the identical locations as we had here on Alternate 2. The configuration to the south on I-5 is also identical.

Now this plan differs from 2 in that the off-ramp on this proposal, again passes under the existing ramps, goes under Mississippi Avenue in a tunnel, but in this particular instance it goes over Interstate Avenue on an overpass, eliminates the possible stop condition at that intersection. Traffic flows on this green structure that you see here, up and over Interstate and then again merges with Greeley Avenue just to the north of the Old St. Johns Road.

This proposal eliminates the access from Greeley Avenue to these homes and to these businesses in this area. So, under this alternative, we would have five houses and three businesses that would need to be purchased. Total cost of this alternative is $6,250,000.

That is briefly a description of the alternatives. I might make one additional comment that is consistent with each of these plans and that is that at Morris Street, which is in here, traffic will no longer be able to move up Greeley or Interstate and head on Morris and through Stanton and get up to the hospital as they do now and we have been working with the Emanuel Hospital people and the people from Emanuel and the City Traffic staff and our staff have felt that moving those turning movements down to the intersection of Russell and Interstate and providing a left-turn slot in that area will adequately handle those moves up to the east and into the hospital and to the City of Portland Stanton Yard Complex.

There's one additional comment before I close that I'd like to touch briefly on on this Basin/Going design and that is, in this northwesterly quadrant there of Going Street and Greeley Avenue, we will be making some striping revisions in this area to accommodate a larger radius for the truck movements that would be anticipated under the build conditions.

We have currently in here what we call a 35-foot radius for vehicles to make this turn and head around and to the west onto the island, and with some striping revisions we can provide a 55-foot or standard radius to accommodate much easier the truck flow through that intersection. In that Greeley area, also, we would be providing a free move on-ramp from the Basin/Going area onto Greeley Avenue so that traffic would not have to stop as it intersects Greeley Avenue.

I believe, Bob, that's a brief summation of the project alternatives.

MR. BOTHMAN: Thank you, Wayne. Next I'd like to call on Lou Grothaus, our Right-of-Way Supervisor, to provide a description of the acquisition process and the Right of Way Program that's proposed for these alternatives.

MR. LOU GROTHAUS: Thank you, Bob. Mr. Bothman, ladies and gentlemen, the hearing being held today is to affort interested people the opportunity to express their views regarding the Basin Avenue/North Going Street and the Greeley Avenue/I-5 traffic movement projects.

An explanation of the right-of-way acquisition process is contained in a leaflet, "Acquiring Land for Highways" and that's this leaflet here (Form No. 81-734-3773, Rev. 4-77). This leaflet covers the matters of public hearing, the appraisal procedure, the definition of market value, procedures for handling payments for property, and an explanation of eminent domain procedures and the addresses of the various right-of-way district offices in the State. This leaflet is available at the meeting today, and I urge you to take one with you.

Another leaflet, "Moving Because of the Highway?" and that's this blue one (Form No. 81-734-3772) is also available today, and I urge you to also take a copy of this leaflet with you. It explains the features of the 1970 Uniform Relocation Act relating to the benefits available to relocatees on a project. The benefits are quite numerous and include the payment of moving costs, replacement housing payment additives, down payment benefits, rent supplements, payments of incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedure for making an appeal in the event of dissatisfaction with any part of the relocation program. Both of these leaflets will be included in the minutes of this meeting and will be transcribed along with all other statements. (Leaflets included in transcript by reference only. Copies may be obtained at 5821 N.E. Glisan Street, Portland, Oregon.)

The time required for right-of-way acquisition and relocation is estimated at seven months from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least ninety days for relocation of the displaced persons affected after notice of acquisition. In addition, no person or families will be displaced until they have been relocated to decent, safe and sanitary housing; obtained the right of possession of adequate replacement housing; or have been offered decent, safe and sanitary housing which is available for immediate occupancy. No owner-occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court.

The right-of-way necessary for these projects may require the displacement of residences or businesses depending upon the alternate selected. The Basin Avenue/North Going Street Project will not require the displacement of any families or businesses. Alternate I of the Greeley Avenue/I-5 Project will not require the displacement of any families or businesses. Alternate II of the Greeley Avenue/I-5 Project will require the displacement of three single-family residences and six outdoor advertising signs. Alternate III of the Greeley Avenue/I-5 Project will require the displacement of five single-family residences, three businesses, and five outdoor advertising signs.

Alternate housing for displaced people by this project is readily available. A search of the residential market reveals that approximately 513 dwellings are being offered weekly for sale in the northeast, southeast, and east suburban area of Portland. The Oregonian and The Oregon Journal carry real estate classified ads offering "Houses for Sale" each day. A search of the rental market reveals that single-family dwellings and dwellings in multiple housing units are available for rent (on a continuous basis); offered by owners placing "For Rent" signs in windows and classified ads in the local papers. Approximately 175 rental units are

advertised "For Rent" within the northeast, southeast and the east suburban area in the local papers daily. Studies indicate that an equal number of houses can be reasonably be expected to be available during the forseeable future.

To the best of our knowledge the replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those to be acquired: fair housing - open to all persons regardless of race, color, religion, sex or national origin, in accordance with the U. S. Department of Transportation Order 5620.1, copies which also are available in this room.

It is most important for you to know that eligibility to receive relocation benefit payments is not complete until negotiation to purchase the properties have commenced and the affected property is purchased by the State. Relocation before that date does not void your right to the payment, but payment will be delayed until after the purchase date.

All of the families that should be displaced by the Going Avenue/I-5 Project will be contacted and interviewed so that the needs of the individual relocatees are known. A relocation plan will be developed for Federal Highway Administration consideration. The approval of such a relocation plan by the Federal Highway Administration will be necessary before any actual acquisition program can proceed.

Business people being relocated will have available relocation advisory assistance to aid them in finding replacement property in which to relocate.

The Right-of-Way Program for this project will be under my supervision. My name is Louis Grothaus and my office is located at 5821 N.E. Glisan Street, Portland, Oregon. In the event you have any questions regarding the right-of-way matters in the future, please call the Glisan Street Right-of-Way Office. The telephone number is 238-8215 and is in both the leaflets available here today.

Thank you, Mr. Bothman.

MR. BOTHMAN: Thank you, Lou. I'd like to now proceed with the hearing part of the session this evening. As you entered the school, you were handed a white card (like this one here) to indicate if you desire to make a statement this evening. If you didn't get a card, if you'll just indicate now, someone will get one to you. These cards will be used to call persons forward who wish to testify this evening. The cards have been numbered, and I'll call off the names as the cards are so numbered.

You may also submit a written statement until March 27th, 1978, concerning this proposal to me at the Oregon Department of Transportation Office, 5821 N.E. Glisan Street, Portland, Oregon

97213, and that address is on the wall behind me. If you do decide that you want to make a statement after the hearing, be sure to get that into me if you will by March 27th.

Also if you desire this evening, you can simply hand in a written statement and that statement will also become a part of the testimony just as if you'd testified the actual words this evening.

A complete transcript of the hearing and the statements that are submitted relative to the environmental impact statement, the draft environmental impact statement, will be available for review and copying at the ODOT Office at 58th and Glisan, again the address up on the wall. That should be available some time after March 31st.

At any time after this hearing and before the final project approval, all information developed on the proposal will be available for public review at the ODOT Office out at 58th and Glisan.

Subject to this public review and hearing on the proposals for the Basin/Going and Greeley/I-5 Projects and the approval of the City of Portland and the Oregon Transportation Commission, a final environmental impact statement will be prepared on the selected alternatives or the no-build and transmitted to the FHWA, the Federal Highway Administration, for their approval of a project design.

Copies of that final environmental impact statement will be available at the ODOT Office at 58th and Glisan as well as the Department offices in Portland and Salem, and also at the Federal Highway Administration offices in Salem. Copies will also be made available for the local governments and placed in the county libraries to provide for maximum review of that final document.

We did hold an informal session in the school here on Monday. There's also information out in the entryway hall where you came in this evening. We also have personnel out there available to answer any specific questions. The draft environmental impact statement is also out there. The idea being that if you desire some information, I'd ask that you go out and talk to the people in the hall and then in this room provide us your formal testimony and comment on the project proposals.

The purpose of the hearing, actually, is to receive your statements and the statements from anyone interested on the Basin/Going and Greeley/I-5 proposals. In the case that those are written like I said before, it's perfectly proper just to hand them to me and then comment if you want to at the mike with whatever your comments are relative to your proposals. Both your presentation orally and written will be included in the transcript.

I'd like now to go ahead and receive statements on the project. We have remote mikes with the gentlemen standing in the back. If you wish to simply testify from your chair, that's perfectly all right, just raise your hand. If you want to step forward to the table up here, that's all right too. I'll respond as will the staff on my left if we feel we can help the speaker although the primary idea this evening is to receive your comments and therefore I'd kind of hope that you'd get the questions answered before you come forward to make your testimony.

As you are handed the mike or come forward, I'd appreciate it if you'd give us your name, your address and if you represent an organization, the name of that organization.

Okay, the first speaker that I'd like to call forward is K. D. Kinney. Is that right?

MR. K. D. KINNEY: My name is K. D. Kinney, residence is 1224 N. Alberta, Portland, Oregon, and I represent myself as a taxpayer on Alberta Street. I've been a taxpayer on this street since 1942 before there was any thought of the congestion we have arrived at on our area. It is terrible. It's getting worse and it's going to get worse even if these plans are going to even promote a bigger congestion. They are not getting to the base of the problem as I've seen it grow since '42 before the war when we lived in this town. I would - the only propose - the Swan Island area down there, I'd say that's a good idea. Somebody's got to do something down on the Swan Island. Now when you get off of Swan Island, that's another problem, either on or off.

You've only made a proposal to exit one way, southbound, coming in southbound off of I-5, nothing off of 405. Now 405 takes an awful lot of traffic nowadays, and it's taking more - trucks as well as pedestrians and automobiles.

You look at the Plan 2 coming down off of Interstate; you haven't mentioned there's a steep hill to drop off of that hill and there's no way for a truck to ever make a right-hand turn if he gets beyond that, the Alberta Exit or the Going Street Exit there. It's actually Alberta coming southbound; that's where our problem is.

The other one is going to put all the traffic through on Interstate right on downtown or wherever it got to go and come around by the coliseum.

Both of them could do a lot more thoughts, I believe the engineers should give a lot more thoughts as to what these two plans are. Southbound and northbound from I-5 itself is all right but as I say, you've made no compensation for 405 which takes in the traffic off of 26 from the coast and Beaverton area. Now that traffic instead of going clear over town and over the Broadway Bridge and down onto the highway and around that way, they hit 405 when they hit the bottom of that hill. So you've given no thought to that at all which

is wrong. I think your engineers should go back and study it a lot more to see what happens there. See, you're bringing in traffic also on Highway 30 that drops up there on that Fremont Bridge and that's still going to come right up to Going Street and come off to go to Swan Island.

Now you got two industrial areas separated by only a little waterway which they're increasing all the time; building is going up every time you look into the Portland area you see new buildings going up which is compounding the situation.

The Port, I don't know whether they're going to come up with any solution, the Port of Portland I'm talking about, to help alleviate some of these problems that they're coming up with. I don't believe the Port Commissioners at the time realized what they were getting into when they designed putting all this traffic into Swan Island and they still - they'd like to pass it off as a thing that they don't want to hear about. Now here they're trying to sell more property and have sold some more property down there for industrial use.

One problem, you've got Willamette-Western Corporation is down on Portsmouth, the Foot of Portsmouth, under the College. They bought the Ports O Call; now they're going to take all their personnel that they have down there and there's probably around three to four hundred down there in that area. They're going to move over to Ports O Call. Now that's going to increase - that comes right now, that's going to come up within the next six months so that traffic is not going to go someplace, it's going to be down there. Rydell, that's where he's going to put his business, and he's going to expand so these things have just compounded themselves.

Now, as I propose there, the plans only propose an on and off from the southbound. What are you going to do about the northbound? Nothing. Going Street's still going to be just the same as it always was. You're going to come off at Alberta Street, stop, start up and in the middle of the night when them trucks come in there by the hundreds. I have to listen to them all night long; I'm only a hundred feet from it and my daughter lives right along side of them when they stop right on Alberta Street. That's the only way you can get down there, otherwise you've got to take off and go up Interstate, well very few of them do that any more. So you've got one access or one ingress into Swan Island from the northbound traffic.

Now, is there any expected relief for Going Street above Greeley Avenue? You haven't made any other than you say you're going to help Greeley, but you're going to put that traffic past - all the way down Greeley. Now what are you - you got a few automobiles - no trucks come down Greeley Avenue - rarely you - I mean a big semi and a tractor behind it. I've seen them cross my intersection at Alberta and Montana or Alberta and Minnesota it is, and the truck with a tractor, a trailer and a trailer behind him and he has to back-and-fill

in order to make the turn because he wants to get over, he don't want to get on that corner down below because he can't make it. So he has to go around that, go down to Interstate, turns because he can bend around there or they go over there and park all night at the motels. We're still going to get that traffic.

Now I would recommend to the Port or to the State here, which we're dealing with, that they would stop all tractor-trailer rigs off of Alberta Street. They cannot come onto Alberta Street to go over on there, come up Interstate from northbound or southbound because it's a mess.

Now you're expecting all this traffic below Going Street - all below on Going Street, below the Greeley Exit down there and you've expected by your plans here, project in 12 years, you'll have 4,200 more employes on the Island in 12 years. That's what you're just projecting. If you projected like they did when they built I-5, you'll have 15,000 more because in '57 they built the plans for I-5. I saw the plans and I looked at them, that was going through town and in '57, '59 they okayed them and they started construction in '60 and before the thing was four years old it was jammed. Now that's poor foresight on the engineers' part. It's a two-lane cattle trail is all it is and a poor one.

Now, how many trucks have you expected over the personnel increase in the 4,200 by 1990? How many extra trucks do you figure are going to be on the Island? Have you projected that?

MR. SCHULTE: Right, there, yes there will be a very significant increase in truck generation off of the Island. There will be a slight decrease under the build condition, a five percent decrease on Going Street between Greeley Avenue and Interstate.

MR. KINNEY: There will be a five percent decrease.

MR. SCHULTE: A five percent decrease.

MR. KINNEY: In 1990?

MR. SCHULTE: Yes.

MR. KINNEY: Do you believe that?

MR. BOTHMAN: Well, that's because of course you're diverting the traffic to the new ramps. That's the whole idea of the project, and 75 percent of the traffic goes south so we're addressing 75 percent of the traffic on Swan Island with this proposal.

Granted, by the way just to back up a minute, we did look at the things you talked about, everybody did as a matter of fact,

and that is trying to connect I-5 to the north as well as 405 and there's physically no reasonable way to do it and that's why it's not been proposed. There physically isn't a way to do it. We did come up with this way to connect to the south by weaving in around the columns and not rebuilding the Fremont Bridge and that's basically the problem. The reason 405 isn't connected, it's just too far up in the air at the Fremont Bridge. You can't physically get it down to Greeley. You can't do it, you can't get from up there to down there.

MR. KINNEY: Well, as I've lived there this long and have watched this traffic, I'm not just one that just goes up and down there like most of the people here use I-5 and go right up Alberta Street and a big percentage of them no doubt use it all the time, and I've watched that traffic flow through there for now ever since it's been built and onto Going and I don't blame these people for howling down there at Going Street. I think I'd a put a barricade across it and kept them off of there. That's what they should have done and made them straighten it out before it got this bad. But you've got to come into consideration of the people that live around there. It's a noise problem, and we're getting all that noise up there, every bit of it and I'm getting tired of listening to it. It's the highest lead content in anywheres in the State of Washington - or the State of Oregon here, is right there on our corner. That's the biggest high lead content for people to come up with cancer on out of your automobiles.

Have you ever made any thought of putting in access and ingress road off of Portland Boulevard down onto the Island? Have you ever studied that?

MR. BOTHMAN: I'm afraid so, and that was also reconsidered again this time around and it's just not a reasonable alternative to add the impacts that are now on Going Street to that street. It's just not a reasonable solution.

MR. KINNEY: Not a reasonable solution, well then when would be a time they might consider it again? How long in the future? This is only 12 years - your deal now, you're only looking at 12 years here. You won't get it built before it'll be obsolete.

MR. BOTHMAN: Well, I guess frankly no one that's worked on the project is brave enough to even propose that this go around. It was considered in the past that the idea of adding the truck impacts to that street simply isn't in the cards.

MR. KINNEY: Well I don't know, Plan 2 and 3 I think will put all the traffic on I-5 and nothing on 405 and which you know as it is now you're getting overloaded on that, the road coming in from the Banfield Expressway and what they're proposing

out there now would be to make it even worse. Is there any way you can't possibly get the engineers to put a little of that traffic off of Greeley down onto 405 instead of putting it onto I-5 all the way through instead of over the Marquam Bridge? Have they given any thought to doing that?

MR. BOTHMAN: I guess I don't quite understand what you're saying there but -

MR. KINNEY: Well, all your plans here show only onto I-5 going south or northbound. All the trucks will have to come in that use Greeley Street.

MR. BOTHMAN: Right.

MR. KINNEY: See. There's nothing the way - if they use Greeley, is there no way for them to get onto 405 or onto the Fremont Bridge to get them off to get them on 26 or Highway 30, you see.

MR. BOTHMAN: Yes, we did look at that and we just couldn't find a way of getting them up there. For elevation wise, there's too much of a difference there, there's not a way of getting them up there, not a reasonable way.

MR. KINNEY: Well, now there's another problem; how about the traffic going under Interstate? Instead of putting these two plans, widen that, your Going Street out to four or six lanes each way, three - four lanes each way and go under Going Street and then take and put your northbound traffic and your southbound traffic and go right up Going Street and take all of the buildings out of there. It's going to cost you a couple extra dollars but this thing is going to cost you about 9 million and if you go under Going and right under Interstate and right on through to the Freeway, to I-5, you're free like nothing then. They can go any place they want to.

MR. BOTHMAN: We took a proposed look at that alternative about three years ago, too, and the estimates are up in the 30 - 40 million dollar range, about 4 or 5 times as much as this and they ruled out that there just wasn't the money for that kind of an alternative plus I don't think we could get much agreement on the neighborhood on that alternative either.

MR. KINNEY: Well, wouldn't it be - eventually you're going to have to do it. Eventually the State's going to have to do it one way or the other. The government is supposed to pick up somewhere around 80 - 90 percent of this total bill because it's part of the highway system. Well Lord, I'd rather put in a few extra million in something like that than to put this over here and then going to end up doing it before this one is built, you'll have to put it under there. Well gentlemen, thank you very much.

MR. BOTHMAN: Thank you for your comments very much. Next I'd like to call Don Fontana.

MR. DON FONTANA: Yes, my name is Don Fontana and I live at 127 N. Bryant and I'm representing the Albina Chapter of Oregon Fair Share.

We are concerned with this project because we are wondering what the influence would be to through traffic through the neighborhoods and how many homes would be torn down, and I talked to Mr. Schulte and we found that the impact on the Albina neighborhood won't be that great, but in studying the projects we realize that there is a need for improvements on Swan Island but what you've done here is you've come up with a lot of good cures for a symptom. The symptom is congestion.

Now I've worked on Going Street and I've seen the 5 o'clock rush and I know what it's like, the noise, the pollution. This is a symptom; I mean the problem is you have too many cars down there on the Island.

Now all these plans are good. They'll solve the congestion or I hope they would but in 10 - 20 years Swan Island is going to grow. It's going to double and you're going to have the congestion again and what are you going to do, come back and say well we have to improve, we have to widen the lanes again. That's not solving the problem. What you have to do - or what we've thought is that you have to eliminate some of the auto traffic. Now not to come up with a law that says everybody has to walk or can only have 2,000 cars on the Island. Now that wouldn't work, but what you first should do is get the trucks or make like Greeley a street to handle trucks, a truck route, and Greeley would be specifically a truck route.

Now what you're doing is widening the streets down on the Island, widening Greeley and Going down there in some of the intersections. Now all that does is you're going to have wide streets, extra lanes, better through traffic. Now that just encourages more cars to come down through there. Now as Swan Island grows you're going to have, you know, greater parking problems down there and it's just a vicious circle.

So, we really think you've missed the boat on this problem here. What you should have done was to take a survey of where all these people live that work on Swan Island, check with the employers and come up with a plan that includes public transportation. I don't see any one of those gentlemen over there from the transit system.

Now we got to get away from this approach of changing everything, building new roads, putting in a new bridge, new crosswalks. I mean we have public transportation; let's try to use that. We can find - take - spend a quarter of what one of these projects would cost to find out where the people live.

Now once you do that, then you can coordinate with transportation and get public transportation down there - get buses - you only have two or three bus stops down there. Now you coordinate with the transportation system, transit system, and you get more bus stops. You check with the employers to find out how you can get a bus in front of the building or to serve the factory better.

Now also to go along with this plan, you have to - you can't just pass the law and say you can't drive a car down there any more, you have to take the bus; but if you don't widen all the streets and provide easy access, it's going to kind of discourage the use of cars. People will get down there and see it so crowded; they can't find a place to park; and you'll have information saying that there are buses available. There are bus routes to your area where you live; you can take these. Now the people see that they can't park their cars, they can take the buses; they'll start taking the buses.

And 20 years from now Swan Island is going to really grow. You'll have the transportation system there and buses are a lot more efficient than automobiles. You could carry 40, 50 people in a bus compared to four people in a car, and we think this is where the emphasis should be placed, not on widening the streets, making easier through traffic, because in a few years you're going to have the same problems all over again.

Granted, you need to have a route for the trucks; that's a problem, and I sympathize with what some of the gentlemen said over here about trucks coming by your house, rattling your home, and whatnot.

But we just want to emphasize that you're looking at the symptom and not the problem, and I think that if you get the buses in there and public transportation use now, then you won't have such a problem in 20 years. That's all I have to say; thank you.

MR. BOTHMAN: Thank you very much. I might add just a little bit there. The studies you suggested have been completed, they're part of this study. There is a transportation plan - the Swan Island Task Force Plan - that was developed; it does put a very, or an extremely high in my opinion, split to transit. This project is handling the vehicles above those levels. The problem now on the Island is we're not getting the proper split.

There is a major effort underway to do just exactly what you're talking about; as a matter of fact the emphasis was on transit. There is a Tri-Met member in the audience; we didn't have them at the head table. They've been involved in the project all along. So we may - I think the Task Force does recognize the problem. Of course, I don't know if the problem is the same as what you've defined,

because it's been a project primarily developed for the neighborhood areas of the Overlook and north Portland neighborhoods, and that's the key. So we may have missed the mark, but I think we had the mark pretty well pegged.

MR. FONTANA: Well, I don't agree with you, because you still missing the point by widening all these streets; you're increasing the ease of traffic flow. I mean, you need that for the trucks, the truck traffic, but this area could be served beautifully by public transportation. I mean, it's a small area; you have a lot of people working in a small area. Buses could serve it perfectly. I mean, you have a couple of plans for public transportation, but I think you need a lot more greater emphasis on this. Thank you.

MR. BOTHMAN: Thank you very much. I've got a note here that says that car FFJ-853 left their lights on, if that belongs to somebody here. FFJ-853. It's a red Chevy sedan. No takers?

Next I'd like to call Richard Terry. Richard Terry?

MR. RICHARD J. TERRY: My address is 4611 N. Maryland, and I represent myself. I live about 30 feet off of Going, one block off of Interstate, and so I know how bad it is. I just wanted to give my opinion on these plans. I've looked them over, and I think Alternate 1 and Alternate 3 is the best plans that I've seen, that you've submitted. Thank you.

MR. BOTHMAN: Thank you very much. Next I'd like to call Si Stanich. It says Simon here; I think that's Si.

MR. SIMON G. STANICH: Yes, I'm Si Stanich of 2027 N. Skidmore Court, and I have a prepared text, because I don't like to miss an opportunity to get at you guys. But there's nothing here that I've got that I haven't said before, and I'd just like to get it on some sort of a record that is there for posterity and all my children.

Oh, I have one item you haven't heard before, and that is simply why this meeting is being held at Humboldt School when it's not even in the affected area. Up until this point we have kept the thing in the neighborhood and we have tried to solicit people from the north Portland - although this school is in the north Portland area, it's a hell of a place to get to in the evening on the bus. You've got to take the bus downtown and back out here, and it's almost an hour's trip to get here by bus. If you have a car and you pick up some friends, that's okay. I did that this evening, and if we had held this thing at Beach School, you could have got there by a shank's mare; it wouldn't have been a problem at all. I've condensed the first page very quickly. Maybe the reason is, I guess ODOT is oriented towards the automobile, so consequently they figure everybody's got a car.

Now, the environmental impact statement. I think I'm kind of novel in this respect, because since I first saw the first draft I have now completed the second half of that thing, and I've got very many good hours of sleep out of it. It's the driest thing I've ever read, and I begin to wonder what is the value of an environmental impact statement, especially if you look at the bibliography or references and other references that are referred to, and there's really nothing new, very little in this whole environmental impact statement that we haven't already known, and in the bibliography the other information is available, and it could have been compiled by say "a senior clerk" somewhere.

And I'm especially concerned about the amount of money of the pre-engineering cash that went to the consultants for the engineering - the environmental impact statement. That's $155,000 out of $480,000 of preliminary engineering money, which amounts to about 33%, plus about 8 or 9 months time by the time the final draft is done.

Now this, of course, this time was very valuable on this whole project and we waited for this thing - the environmental impact statement - so that the Planning Commission could get going on the mitigating circumstances that affected the people in the neighborhood themselves. So that in itself seems to me a salient point.

There's very little in the impact statement, like I mentioned, we haven't known for the last four or five years. I realize - I suppose the reason the environmental impact statements - I've kind of changed my tune since we started this thing four or five years ago, and I asked for an environmental impact statement and simply because it had been so long in coming, I suppose I'm kind of jaded to the fact that we already have the information that was just compiled into a nice booklet.

And so consequently I don't know but what if we have other environmental impact statements across the nation, if maybe we couldn't save a dollar and ten cents and maybe 50 years in time if the "senior clerks" couldn't put them together.

And I would suppose that it would be - what I think I'm saying is that each one of these environmental impact statements has to be unique. I think this one is unique and I think it could have been handled in a much less expensive manner, and have the same reasonable results.

And consequently, therefore, I think the ODOT or the people that are close to the Feds should then suggest to them that these sort of things are handled on a base-by-base basis and they take time to review their standards and change them if necessary, because they have an overall standard no matter what part of the country you're in, and I'm sure we could save millions and millions of dollars each year.

Now, secondly - well I guess this is the third statement I'm making - and probably the most important. Now from the very first time that this draft - this EIS statement was mentioned, I have consistently argued against having the mention of nighttime truck route in this statement. I think this is going to work to a detriment to the project, and I believe that that should be, before the final draft is made, that that should be stricken from the draft completely, or a cover letter stating that we do not have a nighttime truck route, because recently in court it was thrown out. It was adversely - the decision was adverse to our interests, and I understand that the State is now making an appeal on this, but by the time that appeal in court and we receive a decision from that appeal, why, a project will probably be in place, and even by that time Tri-Met might be solvent, I don't know.

So consequently, I think that this reference to the nighttime truck route should be pulled out because it was adverse to begin with and I don't believe it has any place in the particular statement as it is going to go forward to the Feds. I don't think we really want anything to jeopardize the project if we can help it.

Now I've got a snide thing to say to Mort; I don't think we ought to have anything jeopardize this project, even though this project is to the Port of Portland's development, to the benefit of the Port of Portland's development on the Island. And as it turns out, it's a small benefit to the neighborhood. Since all the environmental rules we ever had are still with us, and they're growing worse daily, and hopefully we can get that resolved soon.

And now, I think, as an ad-lib, I would like to address the previous two gentlemen's statement. I was kind of hoping that I would get here farther along in the program so I could pick up a few more of these, but there hasn't been anything that they have mentioned - and this is in addition to what you said Bob - that we haven't studied in the Task Force and the Citizen's Advisory Committee. We've done everything on this that we could think of on this - on these two projects - and this is only one small part of the total solution; we haven't even reached all the solutions, and we haven't gotten to all the problems yet.

Tri-Met and the buses are very much involved in the whole process, and they have been on board in the Task Force since its inception of some three or four years ago, and has the Port, and the railroads, and the unions, and quite a number of different people, and the businesses on Swan Island, so it's a real cross section of people that have been working on this project, and hopefully we will yet get a solution to the northbound traffic - I mean the traffic from the north, even though it's only 25% of the traffic, it just seems like the priority should be placed on this one, simply because it does feed to the south and to the east and from our statistics it seems it takes about 70 to 75% of the traffic off the Island.

As for the routes over here, I can't remember the numbers of those, but the down Basin/Going. This, of course, is to help facilitate the free movement of traffic up to these ramps, not necessarily up Going Street, because they are primarily trucks that we're hoping to get rid of and the noise that they generate, and the environmental ills that they bring to our neighborhood.

And other than this project here, we're not widening any streets, slightly over here for the ramps, not hurting much of any neighborhood except Going Street, of course, but that seems to be the football in the whole area, and we do think it's going to be a benefit.

And like I say, at this moment the thing is for the benefit of the Port and not necessarily the neighborhood, but we hope to have the solutions to the neighborhood, and these are only the start of a total solution, and we're well aware of the total problem, and this is southbound, and perhaps in the future we're going to have to look at the northbound traffic regardless of the expense, because it may grow with the Rivergate development as well as Swan Island.

Now, I think I've talked like a bureaucrat here in some respects, because I'm defending this project, but I think you people ought to know that I am just a citizen that lives in Overlook, and I happen to be on the Swan Island Task Force, and it was from the Overlook neighborhood that this whole business started, and we stopped the widening of Going Street. That was slated to be six lanes wide all the way up from the Island clear to the interchange of the freeway. So that widening project did not take place. I think that's about it; thank you very much. I'm sorry I took so much time.

MR. BOTHMAN: Thank you, Si.

MR. SCHULTE: I notice in Si's statement there, and it's a comment that I've heard from others, either in some other written statements or whatever, about the choice of the location for the hearing tonight. I must say that it's nobody's decision but mine as to where this is held; and I did look at Beach School, which has been suggested. That was my first choice. They had - any of you that have been in the Beach School Cafetorium will note that they have quite a large almost pit-type area before their stage, and I felt personally that it just didn't match up to this facility as far as a hearing room.

And I looked also down on Swan Island, and we considered Pope John's School. I also considered the Portland Community campus over on Killingsworth. So if there's anybody to blame, why don't blame anybody but myself. I did try to cooperate to the best I could, so I just wanted to clear that air.

And also, the nighttime truck route, Si, the Attorney General's Office informed me today that we did file an appeal with the Oregon Court of Appeals. The question will be heard within three months, and a decision must be rendered within six. So, we have formally made an appeal. Thank you.

MR. BOTHMAN: You're almost right on the timing though, aren't you?

MR. STANICH: Pretty close, because the last time the - this was one year ago this month - was in court and the decision had to be made within 30 days. Now that was a year ago.

MR. BOTHMAN: I remember. Next I'd like to call Representative Howard Cherry.

HON. HOWARD L. CHERRY: My name is Howard Cherry; my address is 1602 N. Willamette, and I am a State Representative from this area.

I think that I don't have anywhere near the technical knowledge and skill that Si has had in this through the many years, and I think mostly I want to compliment the group on presenting these plans. I think also it's an interesting look at State government and how one little problem can take ten or twelve years and how very expensive it is to get a solution, and when you do get the best solution that you can possibly figure out, that it still doesn't solve all the problems.

I think that it is interesting that we're talking about an area that serves the sea-lanes, that has railroads right into it, that is close to the freeways, and uniquely close to the middle of town, and at the same time the amount of industry down there, in itself, does not bother the neighborhood. The thing that bothers the neighborhood is getting in and out from it. It's astounding to me how long it can take, how many different solutions or proposals there can be, and as I've seen the proposals I think these are very good compromises and certainly better than going out over Portsmouth or somewhere up in that direction.

The other thing that this does for the community and the city as a whole and the neighborhood community is to bring jobs in there, probably clean jobs. It greatly increases the tax base and whatever is paid more by industry does take off the taxes from the individual homes.

As to the various plans that you have here, it seems to me that either 2 and 3 would be quite useful. It doesn't solve the whole problem. I would think that though it costs more, that Alternate 3 is a better plan than Alternate 2 in that you don't have to stop those big trucks - or loaded trucks - coming down, particularly downgrade, to get to Swan Island.

I think that it's interesting, this new process - environmental impact - I think you can buy those by the pound, there are so many nowadays and so big and heavy, and the biggest thing that I know the impact statements the way they're used nowadays is to delay things. It's very expensive, takes months and months. If Si reads this one through, I bet you he's the only citizen around that read one all the way through.

It is a part of government operation; it's a part of checks and balances; and when the legislature and the Congress passed them, it was the greatest forward thrust to protect the people you ever saw. I think maybe there could be a way of making them a hundred pages instead of a thousand pages, but I do compliment you on working through all the bureaucratic processes to come up with this, and I think that it's something that will help. It'll help the industry; it'll help the neighborhoods. It's not a complete solution, but we're not going to get a complete solution. I thank you.

MR. BOTHMAN: Thank you very much. I might add, also for Si's case, that there's a major attempt being made right now to try to cut these impact statements down, but we work with them and the problem is that you have one agency, DEQ, that demands their requirements be fulfilled; and FHWA, the Federal Government, wants their particular points covered; and generally the neighborhoods want their points covered; and the transit people want their points covered; and everybody else wants their points covered, so you get involved because of the legal court actions that have occurred for failure to comply with all those things. You try to cover all the bases, and I think the thing has almost reached the limit; I hope it does turn around pretty soon.

Next I'd like to call Gerie Weaver.

MR. GERIE L. WEAVER: Gerie Weaver, address 2833 N. Emerson. I'm representing myself and some of the general neighbors over there that received letters on this meeting.

The concern, basically, that the neighbors had in that area was that they might propose a ramp or freeway down there that would be high enough to obstruct views of the river, and on information that we have gotten from looking at the elevated drawings possibly all of the homes on the upper levels with no more than a 25-foot elevated ramp down there would have no view obstruction.

The only possible spot that there might be any view obstruction would be on the circle area, which is Overlook Court. There are some fairly expensive homes in that area that their view of the river traffic could be somewhat obstructed by the dirt ramps that would be constructed up to the green area on the Swan Island Project if that proposal were used.

Basically what most people have commented on, that the northbound routes or the northbound traffic should be facilitated off the Island some way, and this would help eliminate some of the traffic that is now using Going Street. Everybody knows, that lives in North Portland, that that is going to be an expensive program if they ever do it. I'm certain that connecting all of the Port areas - Terminal 4, Terminal 6 - with some kind of a major roadway - and possibly in the future there will probably be a bridge built across the river down in that area going up to Woodland, Washington, and a route in that direction and foresight - eventually there will be a need for that kind of a road.

I've got one other small comment from generally the neighborhood down there. I think they would be mostly in favor of the lowered elevated route to help break up the traffic, with possibly what lights might be needed down there. It would be less expensive on the Swan Island Project. And the Freightliner traffic, which is basically Basin Street traffic; the shipyard traffic is Lagoon Avenue and Channel Avenue. Just flowing these two groups of traffic together without any stoplight breakage before they hit the Interstate stoplight is going to immediately - you're going to have a longer line of traffic down Going Street than you presently have with cars just sitting there running, with no production with the gasoline they're using.

So possibly the lower route with the stoplights; one stoplight down there breaking up this flow of traffic intermittently a little bit before it hits Interstate Avenue, with that in mind might have some more benefit than just putting a straight flow of cars to the Interstate light.

The on and off ramps down below Greeley Street - possibly this would make Greeley Street more beneficial to the entire area than it is right now by doing something with those off and on ramps down there. I don't think anybody could be too much opposed to that.

If there was any way possible, and I'm certain they did think about it with the closed Fremont Street exits up there, to have made some kind of a way that the traffic could have got onto 405 up there, and talked that neighborhood into using those ramps that now are blockaded for no purpose at all, and serving no purpose, I think this would have facilitated a lot of traffic to the Beaverton and out southwest areas a lot easier than probably straight up Going, and then you could have had more designated truck routes that would be more meaningful if you could have possibly used some of those ramps. But other than that - thank you for the time.

MR. BOTHMAN: Thank you very much. Next I'd like to call Herb Simpson.

MR. HERB SIMPSON: My name is Herb Simpson. I live at 3415 N.E. 19th. I represent Abbott & Simpson Roofing Co., which

I'm the owner of. The reason I'm here tonight is that I own property at Mississippi and Graham and naturally this will be - this Site 1 or 2 alternative, No. 2 or 3, will have an important effect on the property that I own, and so I wanted to testify tonight in favor of Alternate 2.

Now, I think that this is just something that happened that affects the property in the area that I have, and while we didn't initiate it, I think that it's important that we consider if we're doing this - and there is a possibility of benefiting the transportation in that area, the incoming and outgoing of that area, which is an industrial area - I think that we should be very serious about this and go the way that will benefit the area to the greatest degree.

Now Alternate 2, as it's been mentioned, has a - it comes off the freeway or the bridge or whatever, and stops at Interstate. Now I don't think that the people in this room, especially the people in front, have to be told the important industries that are down in this neighborhood. PP & L, the railroads, Larrabee Flats over there, the waterworks, the school district, and I could go on and probably name many others. Now if we stopped the transportation - or the ramp at Interstate, these industries in this area will be affected. If we go over Interstate and go straight out to Swan Island, it will have no effect on this. So I think that if we decide - if you decide on one of the other of these two ramps, there's no question that the ramp that you should decide on is Alternate 2.

Now I want to do a little bit what Si - I think I'm a little bit more fortunate than Si was, I've had two speakers since he was - he spoke. So I want to make some comments on a couple of - what some things that I heard.

Now I think that when you discuss - as I said, I live at 3415 N.E. 19th, which is four houses south of Fremont, and when a community effort like has gone into this program that we're discussing tonight to save a community - and I want to say that when I was a young fella living over there in Madrona Hill, the Overlook neighborhood was the ideal neighborhood to live in in that whole community. I think it's one of the ideal areas in the City of Portland to live today, and as I mentioned, I'm a roofing contractor and I can assure you I know this town like a book.

And as I see it, there's only one disadvantage to living in Irvington today, and that's that traffic coming up Going Street, and it must be hell. But think of putting the - what would happen to the neighborhood that I live in - and we put in effort just like the people of Irvington - or the people of Overlook, and the people around Beach School. I might say, talking of Beach School, I don't know how many people over at Beach School remember the brickyards over there, but we all used to go behind Beach School and play

football at the brickyards, and that's been many years ago, and it was a lot of fun over there at that time, but the point that I'm making, that we put barricades up at the end of the Fremont Bridge to save our community in the same sense that the people of Overlook and around Beach School are making this effort to stop the traffic on Going Street.

So don't say well can this serve no purpose; it serves the purpose of saving a community, and I think that your effort is important, I think that the effort that was put in to save the community on out Fremont was important.

Now I want to raise one more, maybe even a couple, but one more especially. I'm surprised I haven't heard it tonight, because the only logical solution to the northbound traffic would be either to go along Carey Boulevard or along the cut out there where the railroads are, and I know that you've discussed this, that's all right.

MR. BOTHMAN: Si is smiling.

MR. SIMPSON: Okay. Or to dig another tunnel under Columbia Boulevard. This is the only solution to the northbound traffic. Now if you talk about money, there is gobs of money available in this country to improve our communities, but it's being spent in the wrong direction.

Now I think that we're coming to a period of time where the American people are going to insist on we reapportion or rearrange our priorities and begin to save the communities that we all love so much, and quit wasting so much money on useless military equipment, you see.

I think that we're coming to a time in the immediate future where this money is going to be rearranged so that we can begin to put it into more practical purposes. And one of them, I think, will be either to cut another piece of that Carey Boulevard down or grade or to dig another tunnel over there. That's all I have to say, thank you.

MR. BOTHMAN: Thank you very much, appreciate the comments. Next I'd like to call Bob Orr. We must hear from the railroad this evening.

MR. ROBERT S. ORR: Well. I was having a good visit with my buddy, Si. I might have to get up to the map. Have you got that portable thing? Meanwhile, my name is Robert S. Orr. I work for the Union Pacific Railroad as Public Projects Engineer. My business address is Post Office Box 8979, Portland, 97208, and I've been a member of the Swan Island Task Force since its inception, and I know just a whole lot of these folks here, and all these guys

sitting over here are newcomers. Lou, you and I have been on other projects, but on this one you're just a mere beginner. Dr. Cherry saved my life twice and, you know, all these guys are my friends. So I hope I don't get everybody shooting at me before I leave.

The Railroad has some ideas but we're not going to take a position on the Greeley/I-5 ramps. We feel that this is outside of our sphere. But I would like to address the Going/Basin Street Interchange over at the map if I may.

During the discussions the Citizen's Committee and the Task Force, the Railroad's involvement in - our fire road enters onto Going Street at this location and some people call it River Road - have been very extensive. Early on, the Port hired a consultant, his name was Arlee Reno, and he made some traffic studies on the Island and did lots of good things, and I questioned the - I'm going to say the engineers as an all-inclusive term since I'm one of them - about the plan. We come out of here, we have to come down here, go this way, to get out. We come back this way. A lot of out of direction traffic. And this seemed like exorbitant, so this looked like a reasonable alternative, Alternate 3C, except I'm not on the - there's two plans, Wayne will you answer me, two different interpretations. What's this orange line? Is that a barricade?

MR. SCHULTE: That's separation in there to develop that left-turn slot there, Bob.

MR. ORR: Can you drive across it?

MR. SCHULTE: The left-turn move is intended to go to the left of that orange coloring that you see.

MR. ORR: I'm sorry, I didn't hear.

MR. SCHULTE: The orange coloring that you see on the map right there, yeah, is set up so that you can develop a left-turn refuge at that location to turn south onto River Road.

MR. ORR: All right, I hoped that's what it was. All right. Our discussion with the consultants and the Highway said that presently now we can come out here and turn this way, or we can come down here and turn this way, very much like it is on Alternate 3C, except I was concerned and I'm still concerned that when this plan is consummated - if it is - that there will be no way to come this way because of the heavy traffic. And the consultant assured me - you know how consultants are - everything except under oath - but there'd be traffic lights here and here, and this would impede the traffic so we could come down here and make left turns.

Well these aren't part of the present plan, so our preference to get our employees and our tenants out of our yard would be a no-build

first, or second, first would be a traffic light here, which we've been assured is not practical by others; we think it is. Secondly a no-build. Thirdly this, and lastly this scheme. By the way, we have 399 employees who come in here, as of yesterday. The figure might be different today, but yesterday it was 399 employees, and based on the percentages used in the EIS, or draft EIS, that would be roughly 1300 trips in and out - total. That's a lot of folks that have to access that. A lot of these are trucks. We have two tenants, I think one of them is here tonight to speak; Wardex has another 50 trucks and employees which would compare to 180 trips; plus Willamette, who I understand is here to speak; A & D; and General Ore. Mort?

MR. MORT MICHELSON: Bob, are you saying that you're using that fire road, as you call it, as a primary access?

MR. ORR: Yes sir, to that and the yards.

MR. MICHELSON: Okay.

MR. ORR: It was designed as a fire road. It's not an extension of River Road as a lot of people think. It's an access road to the yards, shown on our prints as a fire road. Access would be better. Okay?

MR. MICHELSON: Bob, may I ask one other question? You talk about making this turn in that refuge lane. There's a potential of having a problem of crossing or going across heavy traffic. Are you talking about employees coming in the opposite direction during peak hours and having problems making that turn?

MR. ORR: I'm talking about employees making the turn in the direction of the peak hour traffic. They're flowing with the traffic. But I've personally stood out here on the overcrossing when it was under construction and watched our employees trying to get past Freightliners, different shifts, United Parcel Service, who are going out, you know. I haven't been there at 6:00 in the morning, but when our employees go to work at 7 to 7:30, there's a tremendous amount of outbound traffic right now, and it's the Railroad's considered opinion that this plan is just not feasible as it's presented, and the Port's consultant apparently agreed.

MR. BOTHMAN: Thanks, Bob. Next I'd like to call Mort Michelson. Do you want to make a statement on behalf of the Port?

MR. MORTON MICHELSON: The Port has reviewed the Draft Impact Statement and prior to just making an opening comment, I would like to say a couple of things. Basically, kudos, I feel that, and concur Bob with your opening comments, that the Swan Island Task Force and the citizens that have been involved in that from its inception who put

an awful lot of volunteer time into that document and who really sweated through a lot of problems side-by-side deserve a bouquet for the efforts that they've undertaken in relationship to these projects.

I also feel that the project is a major stepping stone for 56 businesses that are located on Swan Island which represent currently slightly over 7,000 employees which generates a tremendous job bank and payroll for the City of Portland.

We have reviewed the draft impact statement, both Volumes 1 and 2, and would like to provide you without boring the people of the audience with a letter containing technical input on various elements. (See end of transcript for letter.)

As pointed out in the environmental impact statement, the continued development of the Swan Island Industrial Park depends critically on this roadway system as currently Swan Island is only served by one access.

We desire, in terms of the Port and the businesses on the Island as much as the neighborhood, to divert this traffic away from key intersections and down Greeley onto the Interstate System for a smooth flow which will benefit the businesses and the neighborhood.

For the most part, the Port has commented previously and I think you have incorporated many of our comments into the draft impact statement. The Port is prepared, stands by its original commitment to contribute land as local match to facilitate the alternates, either one of which will be chosen for the Basin Street Interchange.

With that, I would not tie up any more time this evening but simply submit these comments to you for the record.

MR. BOTHMAN: Thank you, Mort. Next, I'd like to call Bill Lind from the City of Portland.

MR. BILL LIND: I'm Bill Lind; I'm the Executive Assistant to Commissioner Connie McCready and I would just like, Bob, to reiterate the City Council's position on this.

In the past they have endorsed the build concept and they still strongly endorse the build concept. I just wanted to get that into the record. Thank you.

MR. BOTHMAN: Thank you. That's the last card that made a positive check. There are a few cards here that - okay, I might run through these names just real quick: Marvin, Rossetto and Church. Do any of those people wish to testify this evening?

UNIDENTIFIED MAN: Say, why couldn't they build a tunnel like the railroad out through the St. Johns there? Of course, it would cost a lot to build a tunnel right straight through over there to Rivergate and then go on around through St. Johns, they could go out through Union Avenue and Columbia Boulevard. They could go all through all kinds of ways there. Right through the Island. Take them all out that way.

MR. BOTHMAN: That was one of the several options that we looked at early on, either widening the cut as had been mentioned before or a tunnel. We even looked at, of course, another bridge that would tie over across to the northwest district. All of those alternatives had the same problem. They were up in the 40 to 60 million dollar category, and perhaps we may have that money someday but we did think we had the money to do this much of a job that we were proposing so it's strictly finances is the only -

UNIDENTIFIED MAN: Well if they had a big enough tunnel there, they could do a lot of going around. They wouldn't have to take no houses out, they wouldn't have to take - they could have had it dug by this time.

MR. BOTHMAN: I can't argue with that.

UNIDENTIFIED MAN: That's right.

MR. BOTHMAN: Dale, did you want to testify? Dale Jeffrey.

MR. DALE CALLICRATE: Well my last name is Callicrate, Dale Callicrate's my name, and I live on 1204 N. Alberta Street. It's right on the corner of Alberta Street intersection, the bridge and Minnesota Street and I got one kind of a complaint. It's been solved harshly and it has to do with that intersection right there as the Alberta Street Bridge comes in intersection with Minnesota Street and that's at the same point where the big trucks come up the ramp and then as they start down again they come around to go down Going Street.

And, okay, we live right there on the corner and, you know, like we can sit right in our kitchen, our little breakfast nook deal, and we can look right out on the intersection and see everything that goes on.

And one of the problems that I notice and that all of our families notice is that during the school hours when the kids are, the small grade-school kids, are coming from the east side of the freeway and they're coming over to the west side towards Beach School and then down to Pope John XXIII. Okay, as they're crossing that intersection, okay now, you've got three stoplights for the traffic for the east and west on both sides of the intersection and then as the trucks come up you've got a stop, those flashing red stoplights. Okay, those work

pretty good; they can see them and everything, but the problem is that the trucks and cars come up and they stop just like rolling stops, you know, they're in a hurry and everything like that and they don't actually stop fully and look all around.

Okay, when the kids go to school there's kids that are just little first graders, you know, about three feet tall man, and these guys are up there in these big semi's and, you know, they're trained to look around and everything but I've noticed them, you know, they would start to pull out and then they'd stop because they'd see a little kid go by. Okay, what - and this happens as the kids are going to school and then as they're going back home and crossing back over the bridge.

Okay now, you've got lights on three of the streets that come into that intersection. Okay, the other street then is just an extension of the ramp that comes up and then it starts back down towards the freeway.

All right, the City has come in and they put two crosswalks in there. One, on the east side and then one as the trucks come up the ramp from the north going to the south. Okay, those crosswalks right now are just totally faded away and they were faded away about six months ago and the City came in and they painted them with their sprayer deals and it lasted, I don't know, I'd say approximately two months to where you could actually see it, you know, pretty good. Okay, right now you can barely see them and, you know, I think that as I've noticed, you know, it helps because when you pull up to a stop if you see a really a big wide crosswalk, the painted strip, you'll see that and then you'll stop before you get to the thing which you're supposed to do.

All right, I think that they've got two of them in there that they've been painting. Okay, I think what you should do though is on the opposite side of the ramp when the trucks come up the ramp, okay as they start back down towards the freeway or to go down Going there's that other side that they have never put a crosswalk on and they've just generally thought, I guess, that the kids were traveling on the north - let's see, the street goes east and west, okay, most of the kids travel on the north side of that street then.

Okay, on the south side of the street going east and west on that south side of the street they've never put a crosswalk across there and there's been little kids that get halfway out in the street and then the cars coming from the east that are going to turn south they'll pull way out in the intersection right up to the kids about four or five feet away and the kid, man, he doesn't know whether to go or to go back to where, you know, to the corner again and let the car pass or to keep on trying to go. And, man, there is really a problem there. It doesn't matter on which side whether they're going - whether they're crossing the intersections from

either side. The cars just have no respect for those pedestrians and I've seen it and everyone in my family's seen it and there's really a problem there but they've fixed it partially by putting in those blinking stoplights but it still goes on and I see these little kids, man, and if one of them gets hit, then, you know, that would really be, someone would probably get sued over the thing, you know, and it may be the fault of the - they could try to take it back on the engineers for not designing that intersection or not maintaining it to a good enough standard.

And I think what I'd like to see is have four strips of the white crosswalk, you know, the painted strips, four of them on just surround that intersection, man, so they can see it and then the kids they have that feeling of, I don't know, it would help give them a better feeling of security when they're crossing that street because I can see them. They'll get out there halfway, man, and they'll start looking back and all around because they don't know whether there's a car shooting out from behind, you know, there's no crosswalks there and I think, man, that somebody should - if one of you guys here could tell someone that you know that goes out and does that to have them come out again and really paint them things heavy because the last ones they painted lasted about two months and, you know, there's really a big problem there and if one of the little kids got hit, man, that would be bad.

Okay, then I got, you know, that same intersection that I'm talking about is one of the - well, since they put the lights in they haven't as many automobile accidents but it was one of the worst intersections in the whole City metropolitan area. There was accidents all the time. They've said that there was one out there on Stark or something like that out in the southeast that was worse, you know, that that was the worst one. This one, man, there was hundreds of them a year. I mean, you know, there have been police cars been totalled out right there and everything else, you know, and it's a bad intersection so I hope something could be done about that.

Okay, and another thing is about the trucks that come up the ramp and then have to circle down to go down Going, you know, and then like my Grandfather, he got up here and said, you know, like if there was a tunnel to be built through and then you say like the cost should be up in the 40 - 50 million dollars.

Okay, what about if you were to take the traffic - keep the trucks down on the freeway and then have them keep proceeding southward, okay then in between the Skidmore Bridge and then there's the - as the trucks come up from the south, they're going to make that loop around and go down Going. There's kind of like a cloverleaf type of a deal there where they come around and they come across this little bridge there.

Okay, just to the south of that bridge about, I don't know maybe five hundred yards or maybe a little bit farther or something, there's a Skidmore Bridge. Okay, what if you took that traffic that goes southbound and had in the slow lane for the trucks, which they usually travel on, go past the Alberta Street Bridge and go down towards that little loop-around bridge where they start to go down Going, have them go down and go just past that a little ways and then before the Skidmore Bridge make a cloverleaf deal and have it tie in with that on the other side of the freeway, that other half of the loop, if you could bring it around and make a cloverleaf deal then you could bring them right down Going and they wouldn't have to come up that ramp by our house, see, because we have to -

MAN IN AUDIENCE: What about the rest of us who have to put up with traffic noise?

MR. BOTHMAN: Why don't you go ahead.

MR. CALLICRATE: Oh, okay, well anyway what I was trying to say is, it would be - if there was enough space between this northbound loop around that takes you down on Going, you know, the traffic coming up from the south hits that loop and then goes down Going. Okay, if you were to take the southbound traffic going south and then take it down past and then make a loop and bring it right around and connect it in there like a cloverleaf deal.

Then, I don't know, I think that that would cost less than to dig a tunnel, you know, and then, I don't know, it would help - it would keep the trucks down on the freeway and keep them, you know, from not coming up there right on that intersection and, you know, those houses - well we live right there on the corner, it's right at the top of the hill, man, and they, you know, like the vibrations, man, if you put a meter out there, I don't know what you'd get, but it'd be a lot, man, and then, you know, it's the noise thing too, you know, they make a lot of noise. When they're stopped at a dead stop and they start to grind out, man, you know, they got two trailers behind them, there's actually, I don't know, if you took the DEQ or Environmental Protection Agency out there and they've got those sound meters, I bet if you put that there it would exceed the limits that they are supposed to be, you know, right along the edges of freeways. I'm sure it would.

MR. BOTHMAN: What I'll do is, well we both have a City representative here and ourselves, but I'll see that the cross-walk idea gets passed along to Don Bergstrom, he's the City Traffic Engineer.

MR. CALLICRATE: All right, man, because I'm sitting there looking at him, man, and I see them kids and they're just, man, I would hate to see one get hit.

MR. BOTHMAN: I'm sure we can take a look at that and get something done.

MR. CALLICRATE: Okay, and then if you could just maybe think about any of these other ideas, I'd appreciate it.

MR. BOTHMAN: Good. Thank you very much.

MR. CALLICRATE: Thank you very much.

MR. BOTHMAN: I have a couple more names. Charlie Harris.

MR. CHARLIE HARRIS: My name's Charlie Harris. I live at 5602 N. Burrage and I represent myself. I'm sorry, I just picked up one of these draft EIS's tonight and had a chance to go through it briefly. I didn't see any consideration in the EIS of impact on traffic patterns north of Going on Greeley under the alternatives with the I-5 ramps. In other words, if you're going to put a ramp to Greeley, Swan Island is not going to be the only people that use these ramps and I assume that's because they - it would draw a lot of people from North Portland north of the Going intersection. I didn't see anything in the EIS and maybe you could correct me if there's something in there about the impact on traffic patterns north of Greeley where -

MR. BOTHMAN: Yeah, the numbers and the impacts are in the statement.

MR. HARRIS: Pardon me?

MR. BOTHMAN: The numbers - the additional traffic and the impacts are in the statement. That was considered.

MR. HARRIS: Okay.

MR. BOTHMAN: Besides, I think some actions by the City of Portland Traffic Bureau to address the problem.

MR. SCHULTE: I might just add a little comment to that that we have during the Citizens and Technical Advisory Committee involvement on the project, been aware of your concern on that and our people have taken and made some traffic analysis projections on that and found that a lot of that traffic, say heading to I-5, if they are on, say, Portland or Lombard or Killingsworth or whatever will normally continue on a straight course and hit the freeway at those intersections. Now we have also talked to the City and they are definitely not in any way shape or form ready to encourage increased traffic on Greeley north of Going Street because of the hospital and residential community that is in there.

So, if by chance that type of a situation should develop, they will be taking some pretty strong measures such as changes in the signal phasing and so on, on Greeley north of Going to discourage that type of movement.

MR. HARRIS: Okay, I would like to add my support to the person who commented from Fair Share in terms of the dealing with the solutions as opposed to the problem. The problem, obviously, is with the traffic on Swan Island. You could stand on the intersection of Going and Interstate and look at the cars going each way in the morning and the evening and every one of those cars pretty much every one of those cars has one person in them.

It seems to me that in addition to bus service from all over town, which I think probably would be a good idea to do some sort of survey of employers or whatever, but another consideration may be just a park-and-ride up on the corner of Interstate and Going, for example, so that people getting off of the freeway could then just park their car and then - I notice in the EIS that Freightliner has a bus pool type thing and maybe some of the employers, even if Tri-Met's not willing to take it, if some of the employers could, you know, run a van back and forth up to Interstate. It seems like that would take care of some of the problem.

Another comment I had briefly, was the - it appeared from the EIS that the impacts on air quality and wildlife concern mainly the impacts resulting from immediate construction of any of these build alternatives or the no-build alternative and didn't really look too much at the impact on the future development of Mocks Bottom of the undeveloped area of Swan Island yet, and I think that ought to be considered in the final EIS.

Another brief comment just concerns if you are going to put up this - my feeling is I would support a no-build alternative. If you're going to build one of these ramps on Greeley and I-5, the draft EIS said that there would be no pedestrian or bike facilities planned for the Greeley/I-5 ramps. I ride my bike to work down Greeley and I'd like to see some - if there's going to be a ramp there, I'd like to see a tunnel or something like that so that I don't have to try to cross over five lanes of traffic to get from Greeley down to the other side on Interstate. There's a lot of people who ride their bikes along Willamette Boulevard there and then down go into the city through, you know, along Greeley and I think there ought to be some sort of bike facility there. Thank you.

MR. BOTHMAN: Thank you for your comments. The last name I'm going to have to spell here. It's A-E-I-D M. N-U-L-J-O-N. Nuljon? I'll have to apologize for my pronunciation.

MR. AEID M. NULJON: My name is Aeid Nuljon. I live at 3318 N. Missouri. I'd like to bring up one thing. I missed much since I was not here in the beginning of the hearing, therefore

I'm not familiar with what happened. But I would assume it would be a lot cheaper if they used just this existing access which is underneath here on this map of the Swan Island rather than spending millions of dollars in here it would probably be a lot cheaper to just improve this existing access.

I also have a few other things to mention. All of us live in that area because that's cheaper for us because we cannot afford to go to live in Beaverton or in Lake Oswego because those areas of housing there cost millions and sometimes hundreds of thousands of dollars. It cost more than $50,000 for us to buy our home in those areas. That's why we live in the north Portland area, because houses are cheaper here. And now they come and kick us out of the area and the only possibility I see from this is that we will be kicked out of here because of this, and I have mentioned a few reasons here.

Now, from the engineering point of view this project might be quite logical the way they have shown the plans, but it creates excessive truck and other noise pollution for all of us. It also increases probably our property taxes. That's a really logical conclusion that after they build those ramps, some of the businesses who are located in the immediate area will benefit from it because their buildings will be destroyed and they will get compensation for it, but not all of us will get a compensation from this project. Some of us, because of the increased taxes or other imports in this area will have to move. We cannot afford excessive taxes or we will have to move eventually so we will get no compensation but just move out of here.

It also could create traffic congestion although from the present plan the way it looks like it may not create any traffic congestion but it could because I don't see any solution for the traffic going on Going Avenue down to Swan Island and vice versa right in this plan. So that could create a problem and most of you gentlemen already mentioned this.

So I think all parties who object to this project should organize so that we can have a united voice in regards to any legal action that may become necessary so if all of you people who would like to - because from this it seems that your project doesn't really give us any solution as it creates problems. So anybody who would like to - all the bodies who object to this, maybe we should list an address or have a representative and this gentlemen here, he looks like he probably had the same view so we could all get in contact in that one place so we can have an organized voice in case we didn't want this project to go on.

It's obvious that it's going to create traffic pollution and it's going to - I mean, air pollution and outdoor noise pollution. This solution to me doesn't seem very logical. If you would like to, I would appreciate it if I could find it fast enough - I would put my address on it and so here it is. Yeah, I found it. It's Aeid; that's my name, Aeid Nuljon, Post Office Box 1487 - that's my home address, Portland, Oregon 97207. If you object to this project, then I think we should all have an organized voice, save up the cards we were given here tonight, maybe we can all get in touch with each other and probably have a united voice. Whatever you like, this is my view. Thank you very much.

MR. BOTHMAN: Thank you. I have one other card handed me with a question mark. Chambers Kreta, K-R-E-T-A? It was a question mark, I'm not sure. Is there anyone else here this evening that would like to add to the testimony?

I would like to remind everyone that there's a chance to still file a written statement if you so desire by sending the letter to me and the address is on the wall behind me again until March 27th. So if you have other ideas after the discussions tonight, you should jot your ideas down and get them into us and they'll become part of this hearing just as if you'd testified here this evening.

If there are no further statements, I'll call the hearing to an end. I thank you all very much for coming.

Yes, you had one last comment?

MAN IN AUDIENCE: Could you tell us when the next Swan Island Task Force meeting is scheduled?

MR. BOTHMAN: Bill, do you know when the Swan Island Task Force is going to meet again?

MR. BILL LIND: No, I don't know the date yet when it will be.

MR. BOTHMAN: Is there any way that the gentleman can get a note on the date? Would you like to be advised of the date?

MAN IN AUDIENCE: Yes, I would.

MR. BOTHMAN: Bill Lind over here serves as the staff for the Chairman, who's Connie McCready, Commissioner McCready, and I'm sure he'd get your name and put you on the mailing list.

Thank you very much for coming this evening. (Hearing adjourned at 9:35 p.m.)

CARD COMMENTS

ROY W. MARVIN: Has a thorough investigation of the railroad cut through the peninsula as access to the freeway been made?

CHARLIE HARRIS: Due to environmental impact (especially with respect to impact on air quality from increased vehicular traffic) and impact on traffic patterns north of Greeley/Going intersection, I favor the no-build alternative above all.

AEID M. NULJON: The proposed project seems objectionable to me because of increasing our pollution and traffic congestion and neighborhood instability.

MRS. W. L. McPHERSON: There should be an off at the other end of Swan Island. Eventually it will be necessary; why not now? They could use the Portland Boulevard freeway entrance.

LANA NELSON: Tri-Met will submit written comments by May 27, 1978. (Representing Tri-Met)

March 15, 1978

Robert Bothman, Administrator
Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, OR 97213

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151

REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE BASIN/GOING GREELEY/I-5 PROJECTS

We have reviewed the Draft Environmental Impact Statement, Volumes I and II, for the Basin/Going-Greeley/I-5 projects and have the following comments.

The approval and direct implementation of the Basin/Going interchange and Greeley/I-5 ramps construction is of major importance to the Port of Portland. As pointed out in the DEIS, the continued development of the Swan Island Industrial Park depends upon the roadway capacity provided by these improvements. As you know, the Port of Portland Commission endorsed the Basin/Going, Greeley/I-5 improvements in November 1975 with its adoption of the Swan Island Transportation Study and in July 1977 with its approval of the Swan Island Policy and Development Plan.

For the most part, the Port comments submitted to ODOT on the Preliminary DEIS (letter to Wayne Shulte of December 8, 1977) have been satisfactorily addressed in the final draft. A few additional comments are outlined below.

- In our letter of December 8, 1977, we suggested that the text clarify that 1990 is the assumed date for the full development of Swan Island. It is recommended that a footnote be added on Tables 2-1 and 2-2 in Volume I and II which similarly states that 1990 is the assumed date of full development.

- In the discussion of transit service in Volume I on Pages 2-11, 2-18 and 2-22, the DEIS refers to the existing Freightliner transit service as "peak hour express service." Actually, the Freightliner program is pre-peak service arriving before 7 a.m. and leaving no later than 3:45 p.m. It is suggested that the text be modified to reflect this fact.

offices also in Tokyo,
Chicago, Washington, D.C

- Table 2-1 in Volume I and Table 1-2 in Volume II of the DEIS states that the existing Swan Island peak-hour transit person trips equal 180 and that 45 percent of all transit trips on Swan Island occur during the peak hour. We believe that 180 represents the number of riders utilizing Freightliner's pre-peak service. If this is the case, the tables should be adjusted to reflect actual peak-hour transit usage and the actual percentage of peak-hour transit trips.

- In a similar vein, the discussion on Page 1-56 in Volume II and Page 2-22 of Volume I states that existing peak-hour transit service at Swan Island includes two regular buses and four to seven express buses. These "express" buses are actually Freightliner's pre-peak service and should not be counted as peak-hour service. It is suggested that the text be changed to read: "Under the No-Build condition, it was assumed that approximately 10 peak-hour express buses would be put into service by 1990. For the Build alternative, it was assumed that 18 peak-hour express buses would be serving Swan Island in 1990."

- The discussion on Page 1-56 of Volume II also indicates that current peak-hour transit ridership at Swan Island is 8 percent of total peak trips. It is our understanding based on past surveys that present peak-hour transit usage on Swan Island is less than 8 percent of total traffic.

- The DEIS states on Page 2-11, Volume I, that the existing Killingsworth line is utilized daily by 500 persons. There is an implication that all of the 500 riders are destined to locations on Swan Island. Past observations by Port staff and information from Tri-Met have indicated that ridership on the Killingsworth line to Swan Island is at most 1 to 3 riders per day.

- In Volume II, the text on Page 1-52 states that no additional Swan Island development "would be allowed unless...measures are taken...to reduce peak-period travel demand." It is suggested that the following be added to this sentence: "...or unless present policies restricting traffic levels on Swan Island are modified."

- On Page 1-89 of Volume II, and Page 2-23 of Volume I the text states that plans for the Basin/Going interchange include provisions for a pedestrian overcrossing. We feel that the need for a pedestrian overcrossing has not yet been established. As pointed out in the DEIS on Page 1-57, the route alignments for future Swan Island

transit service are tentative and subject to change. The need to provide pedestrian overcrossings may be eliminated by considering alternative transit routings and transit station locations. We feel that additional cost analysis is needed to determine the most cost effective way to route transit vehicles and locate transit stations on Swan Island. It is suggested that the text be modified to indicate that plans for transit locations and pedestrian overcrossings are tentative and subject to further analysis.

- On Page 1-89 of Volume II, and Page 2-45 of Volume I, the text states that plans for the Basin/Going interchange include provisions for a 16-foot outside travel lane in the project area to accommodate bicyclists. The text then discusses the safety problems associated with the development of a bikeway in this area. We agree with the text that bicycle use onto Swan Island poses a safety problem and feel that the development of bikeways on Swan Island should be discouraged.

- On Page 4-26 and Table 4-9 of Volume II, the DEIS gives the estimated net tax impact of the sale of undeveloped Swan Island property as $13 million. It is recommended that the text and table state that the $13 million estimate does not include the estimated tax increase from improvements and that this increase will, for the most part, be significantly higher than from land sales.

- On Page 4-28 it states that under the No-Build alternative Swan Island traffic volumes will reach 3,400 by 1990 or "300 more than allowable," and that: "It is assumed that the Port would take the necessary steps to reduce this traffic volume". Since certain steps for reducing traffic volumes require the cooperation and involvement of businesses and other agencies, it is recommended that the text be modified to state: "It is assumed that the Port, in cooperation with Swan Island businesses and other agencies, including the City and Tri-Met, will take the necessary steps to reduce this traffic volume."

Thank you for the opportunity to comment on the Draft Environmental Impact Statement. We look forward to the timely approval of the Basin/Going, Greeley/I-5 improvements.

I. James Church
Deputy Executive Director

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MA FILE TCE SPC

MAR 28 1978

PPC FILE T/A

1541 N. Going St
Portland, Oregon 97217
Mar 21, 1978

Mr. Robert Bothman, Oregon Dept of Transportation,
5F21 NE. Glisan St
Portland, Oregon 97213

Sir —

I attended your Public hearing on March 15, and heard all the same old tired things again.

I am not interested in the Basin/Going street thing, Except why do you put a Bus Turnster site in the midde of the Layout.

of Greeley/I-5 Connection you must still raise the tracks, etc the same heigth as the high Bank's. Why not put the road some place else.

I am interested about my house and my living. The trucks pass my house at least every 5 second day & night at 40 Dbs. -41-

over

90 Dbs is 30 over Fed. Law and 25 over Oregon Law. Going St. is a city street.

The air is also very Bad.

My information is from your Going St Widing reports.

Buy my house and let us move.

35% of the workers come from Washington. Why not run a train from Vancouver to Swan island. You have the track, you have the train. You have the Location. All you need is a parking Lot in Vancouver.

Very truly yours
V. M. Church

P.S. Swan Island should Have been left as a State park.

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UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION
March 21, 1978

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

D 315-2-196

Mr. Robert N. Bothman
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Please refer to Mr. Orr's statement at the hearing held March 15 concerning the Swan Island Transportation Access and more specifically, the problems anticipated by the railroad at the Basin/N. Going Street interchange. As indicated in Mr. Orr's statement, the railroad has considerable concerns about the access to our yard south of the intersection of Basin Avenue and Going Street.

We have 399 employes who use this entrance to the yard. Approximately 325 of these employes are employed on the day shift and will be using this entrance to the yard during the peak hours. Wardex and A & D Terminals do not have as many employes, but they will be using the same road during the peak hours. The road is also used to a great extent by Willamette-Western both for employes coming to and from work and by their trucks delivering sand, gravel, and ready mix concrete.

We are aware that Alternative I creates some out-of-direction travel for those people entering and leaving railroad's yard. However, we believe that Alternative I is much safer and probably will be less time consuming for our people than Alternative 3C.

Without traffic control at the entrance to the yard, Alternative 3C will create some very dangerous situations for traffic heading west on Going Street and desiring to make a left turn into the yard. Also, leaving the yard and turning right with the flow of traffic during the busy hours will get worse as employment on the island increases; and with Alternative 3C the situation will not improve.

R-182

Yours very truly,

L. A. Kirkeby

MA I EPC

MAR 21 1978

AM PPS FILE T/A

-43-

NORTH PORTLAND CITIZENS COMMITTEE

NPCC

7509 N. Hereford
Portland, Oregon 97203
248-4524

March 15, 1978

Robert Bothman, Administrator
Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

I felt as a citizen member of the Swan Island Task Force I would make a few personal comments. The Environmental Impact Statement, as it stands, is in my view satisfactory. There is however, a few comments I would like to make. The impetus for the project that this EIS study addresses lies with the citizens of the Overlook neighborhood, it was therefore assumed, that the Going Street cooridor would be included as part of the statement. To say that there is a disappointment with its exclusion from the EIS is putting it mildly. I am aware of the guidelines concerning EIS but see nothing in these guidelines that would have presented in corporation of the Going Street cooridor. The location of this hearing is also questionable and has generated a great many negative comments.

The time frame has prevented the inclusion tonight of oral testimony from North Portland Citizens Committee. NPCC does intend to submit written testimony within ten days in compliance with the regulation.

I would hope that in the future a better understanding of the frustrations of residence in highly impacted areas would be more evident.

Sincerely,

Barbara Jaeger

Barbara Jaeger
NPCC Representative
Swan Island Task Force

BJ:th

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MAR 21 1978
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DEPARTMENT OF TRANSPORTATION

-447-

NORTH PORTLAND CITIZENS COMMITTEE
npcc
7508 N. Hereford
Portland, Oregon 97203
248-4524

March 29, 1978

Robert Bothman
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Greeley I-5 Basin/Going Project

Dear Mr. Bothman:

The North Portland Citizens Committee Board of Directors do not feel the outcome of the Environmental Impact Statement on the Greeley I-5 Basin/ Going Street Interchange Project will initially have any negative impact on the Going Street/Overlook Neighborhood. It is a very positive step in the right direction.

What the citizens committee does take exception to is the lengthy, costly, beaucratic language asked for in all EIS that only gathers much information already available to substantiate a product without really saying anything. The noise assessment section on Going Street will obviously be helpful to the local government but does not include the extensive studies on mitigation that the neighborhood had assumed it would. Since the neighborhood started all this and the instigation of the Swan Island Task Force that brought forth this project was neighborhood instigated frustration does prevail.

We are further disappointed that a definite statement was not made concerning the Going Street/Overlook neighborhood. Citizens assume EIS are written to protect the neighborhood. This EIS protects another neighborhood (industrial) other than the one that started the process and receives the heaviest impact. We understand it is necessary for governmental jurisdictions to use forceful language where necessary when they are obligated through both legislative, directive and administrative rules to protect the health, safety and welfare of the residents of Oregon but it should be immaterial whether they live in the City of Portland or wherever; they are all residents of the State of Oregon.

In reference to the public hearing held on the EIS, the lack of citizen input was more than noticeable. Not only was the hearing held beyond the concerned neighborhood boundaries--the same neighborhood that started this whole process--but it also was presented in a far too technical manner.

NORTH PORTLAND CITIZENS COMMITTEE

7508 N. Hereford
Portland, Oregon 97203
248-4524

NPCC

We look forward to the continued participation and cooperation of ODOT in the final determination on the Going Street problem. We do not feel this project is the only solution to a regional transportation problem generated by the Swan Island Industrial Park. The Going Street problem is not solved. Greeley I-5 Basin/Going Street Project is a VERY NEEDED PIECE. Please be mindful, it is only a piece of the answer.

Please find attached a copy of neighborhood concerns dated 1/31/78 to the Swan Island Task Force to be made part of this record.

Thank you for the opportunity to participate in this process.

Sincerely,

Edward F. Ketzel Sr.

Edward F. Ketzel Sr., President
North Portland Citizens Committee

th

cc: Mayor Neil Goldschmidt
Commissioner Ivancie
Commissioner Jordan
Commissioner McCready
Commissioner Schwab
Si Stanich
Barbara Jaeger

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MAR 30 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 31, 1978

TO: THE SWAN ISLAND TASK FORCE

FROM: BARBARA JAEGER, NPCC REPRESENTATIVE
SI STANICH, OVERLOOK NEIGHBORHOOD

RE: TASK FORCE DIRECTION FOR CONCERNS OF THE NEIGHBORHOOD

I. PETITION FROM NEIGHBORHOOD REQUESTING THE STOP WORK ORDER ON WIDENING OF GOING STREET 4/11/74

1. Noise and air pollution
2. Vibrations for several blocks in all directions
3. Lessening of livability of homes in the area
4. Lack of safety of children and adults
5. Lessening of access to the Overlook area

ACCOMPLISHED

1. Nothing
2. Nothing
3. Nothing
4. Overpass and few concrete barriers and bushes only
5. One No Right Turn sign at Going and Colonial

II. CITY COUNCIL ORDINANCE #138318 6/5/74

1. (a) Night time truck route
   (b) Physical barriers
   (c) Overpass and 35 second walk time at Interstate & Going and Interstate & Alberta
   (d) Speed limit on Going
   (e) No access to neighborhood streets
   (f) Second access to island
   (g) Ports alternative plans

ACCOMPLISHED

1. (a) Nothing
   (b) A few concrete barriers and bushes only
   (c) Overpass done; nothing on pedestrian walk times
   (d) Nothing-increased <u>not</u> decreased
   (e) Partially-south side only
   (f) In process
   (g) Accomplished in consideration that Tri-Met would uphold its transit and car pooling responsibilities

III. NEW CONCERNS SINCE ORDINANCE INITIATED

1. Lack of planning for the neighborhood. Neighborhood was advised three and half years ago that it was not a target area for Housing & Community Development (HCD) funds. City advised the neighborhood that the EIS by the State for a second access would be the vehicle for neighborhood planning and solutions. It was not and is not. Up in the air so far is the decision by City Council as an HCD target area in the future and when in the future.

2. 3100 vehicle lid enforced and adhered to.

3. Possibility of interior neighborhood traffic after Greeley I-5 ramps are completed.

IV. FROM THE ABOVE OUTLINE IT IS EVIDENT THAT THE RESIDENTS OF THE AREA HAVE RECEIVED LITTLE OR NO HELP. THEY HAVE WAITED PATIENTLY AND DISPLAYED A GOOD UNDERSTANDING OF THE IMPACT OF SWAN ISLAND ON THE ECONOMIC HEALTH OF THE METROPOLITAN AREA. HOWEVER, THE ECONOMIC IMPOSITION ON THE NEIGHBORHOOD HAS NOT BEEN RECOGNIZED AS A VALID POINT WHEN IT IS COMPARED TO THE ECONOMICS OF THE ISLAND. SUCH RECOGNITION IS LONG OVERDUE. THE ENVIRONMENTAL IMPACT HAS BEEN OBVIOUS FROM THE START AND WAS AND STILL IS OF PARAMOUNT IMPORTANCE. THE NEIGHBORHOOD PROBLEMS ARE MANY AND SOLUTIONS WILL BE COSTLY, BUT SO HAVE THE SOLUTIONS FOR THE ISLAND.

RECEIVED
MAR 30 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

326-1978
200 & 300

SUPERIOR
MACHINE PRODUCTS, INC.

810 NORTH GRAHAM • P.O. BOX 12171 • PORTLAND, OREGON 97212 • 503/288-5766

March 23, 1978

MAR 30 1978

Mr. Robert Bothman
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

PPS

cc: McClure
Schulte 3-30-78
Bothman 3-31-78

Mr. Bothman:

The Citizens Advisory Committee wishes to take this opportunity to respond to the Greeley / I-5 and Basin / Going Street hearings conducted Wednesday March 15, 1978.

The CAC desires to express their disappointment over the work performed by the consultants. Much of the data compiled was merely a restatement of existing data while the completed project did not appear to contain any substantially new information to justify the high cost paid to the consultants.

Secondly the CAC endorses proposal #2 of the Greeley / I-5 ramps.

Thirdly the CAC endorses proposal 3C of the Basin / Going interchange recognizing the Union Pacific Railroad finds this alternative does not provide acceptable access to their fire road.

Also we would like to recommend that every effort possible be made to find available funding for the construction of noise barriers along the impacted areas of Going street.

We wish to commend your self and Mr. Wayne Schulte, Project Coordinator for the excellent job you have done in guiding a very complex problem towards a workable solution.

Sincerely,

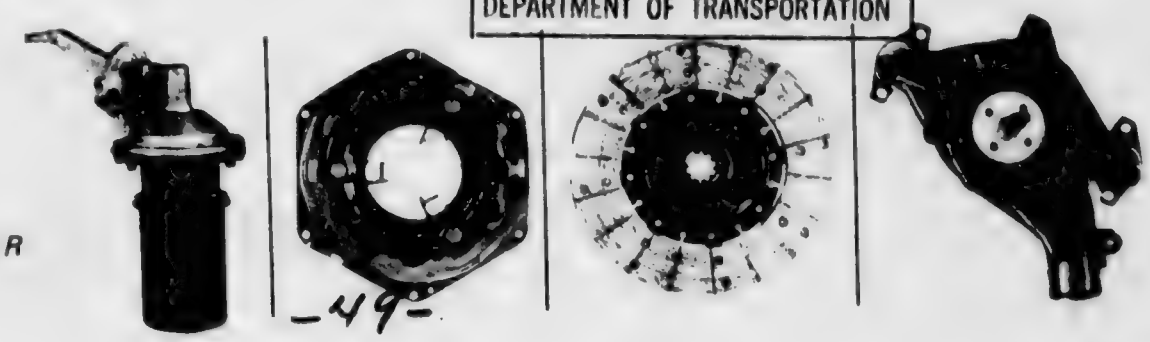
SUPERIOR MACHINE PRODUCTS, INC.

William B. Bosch

William B. Bosch
Vice-President

WBB/jaa

RECEIVED
APR 3 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION



More than our name is SUPERIOR

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 238-4844

MA PDM PDE TSE SPC
ODOT - METRO
APR 4 1978
AM PPS FILE T/A

April 3, 1978

Mr. Robert Bothman
Metro Section Administrator
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Tri-Met has completed its review of the Swan Island Transportation Access Draft Environmental Impact Statement. I would like for the following comments to be entered as part of the public record for this project.

1. The projected modal split for the 1990 Build condition assumes a substantial increase in both the numbers of peak-hour bus trips as well as transit person trips. Given the existing demand for transit trips, Tri-Met may be able to achieve this modal split with one or more employers on Swan Island (i.e. Freightliner), but it may be overly optimistic to assume the desired modal split will be achieved relative to the total projected Swan Island employment. Additionally, budget constraints may prohibit Tri-Met's commitment of the level of transit service required to obtain the proposed modal split.

2. An important part of increased transit patronage to Swan Island will be improvements to pedestrian facilities. The existing physical layout on Swan Island (building set-backs, lack of sidewalks, etc) makes it difficult for transit riders to reach their destinations. There should be a conscious effort made to ensure that future development on Swan Island includes extensive pedestrian/transit amenities.

The establishment of improved transit service to Swan Island is a goal that all parties involved in this project would like to see attained. The improved access that would be made possible by this project is a step in the right direction.

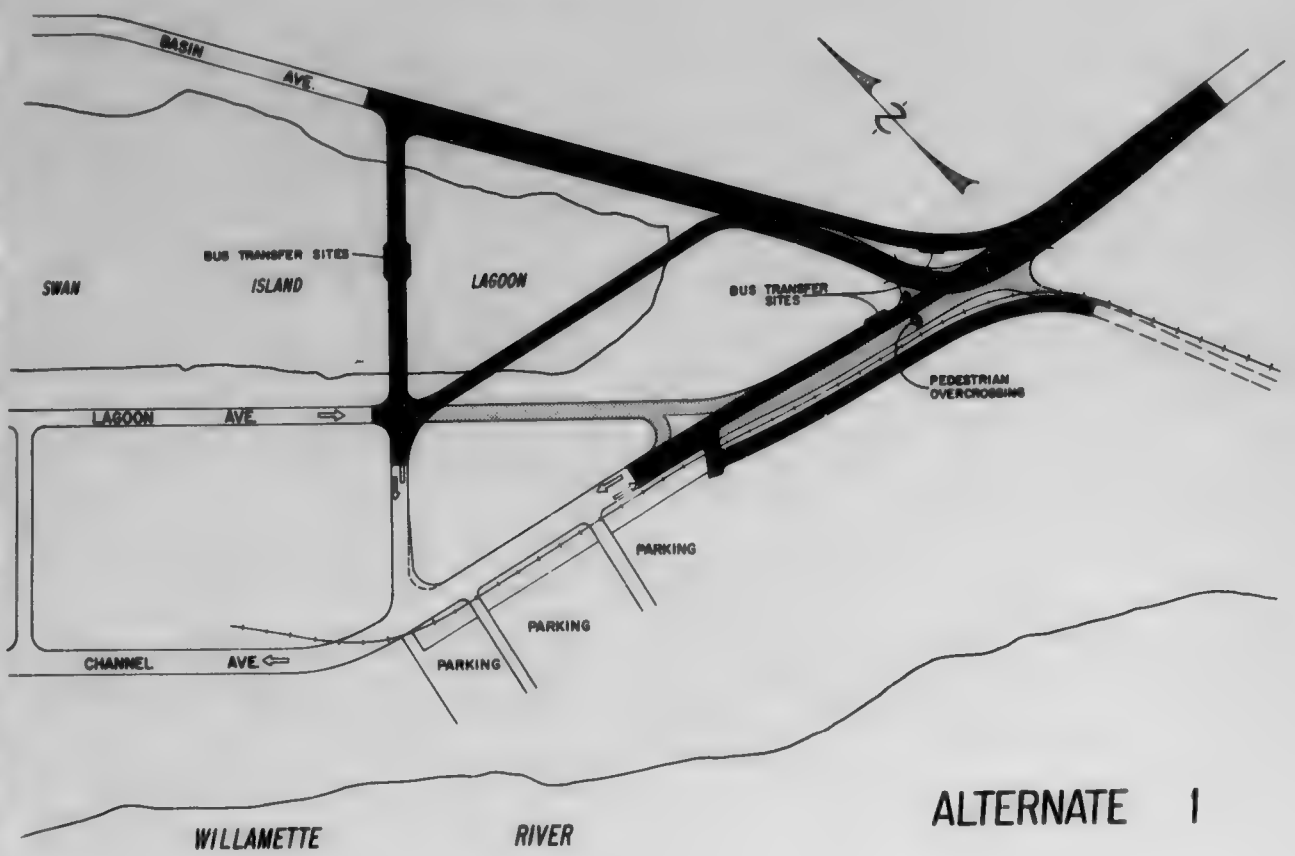
Sincerely,

Ron Higbee
Transportation Engineer

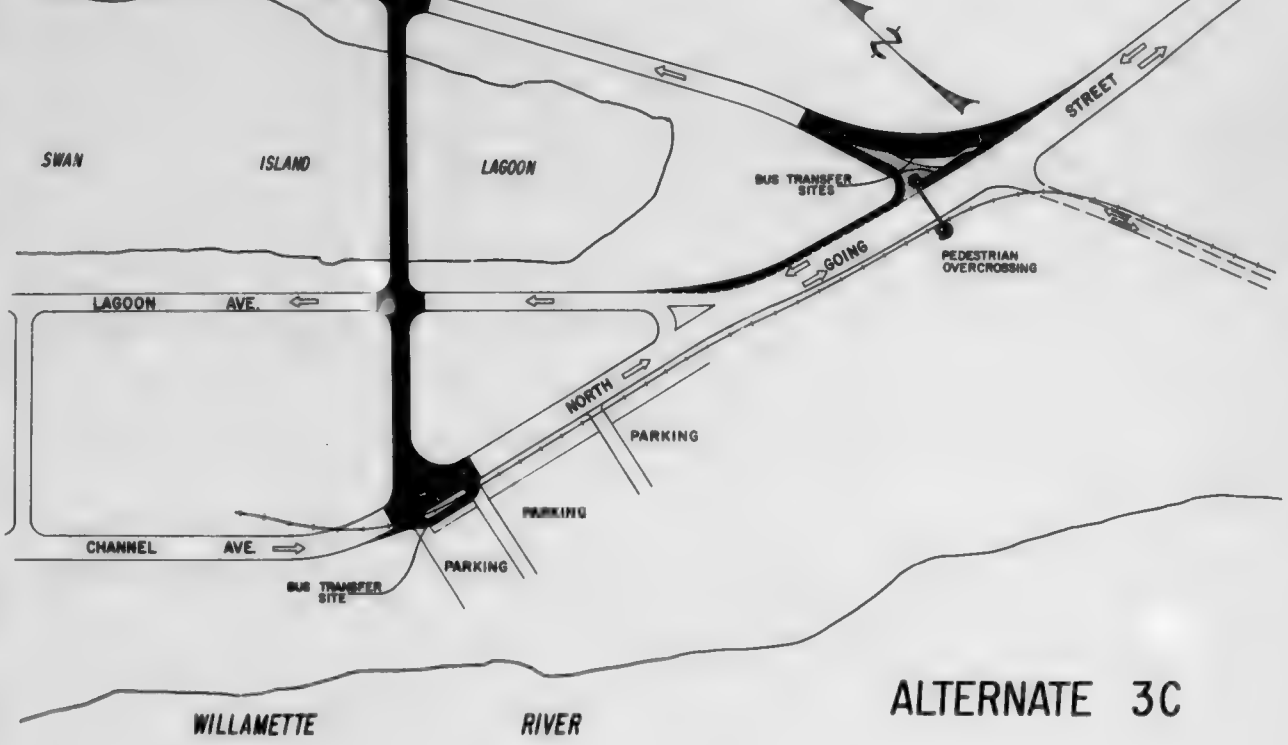
RH/jj

cc: Lana Nelson
Mike Kyte

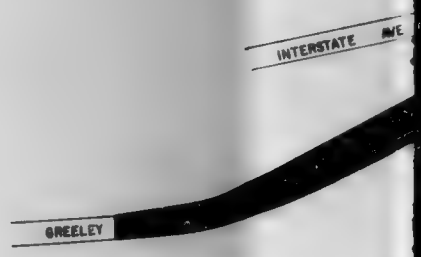
RECEIVED
APR 6 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION



ALTERNATE 1



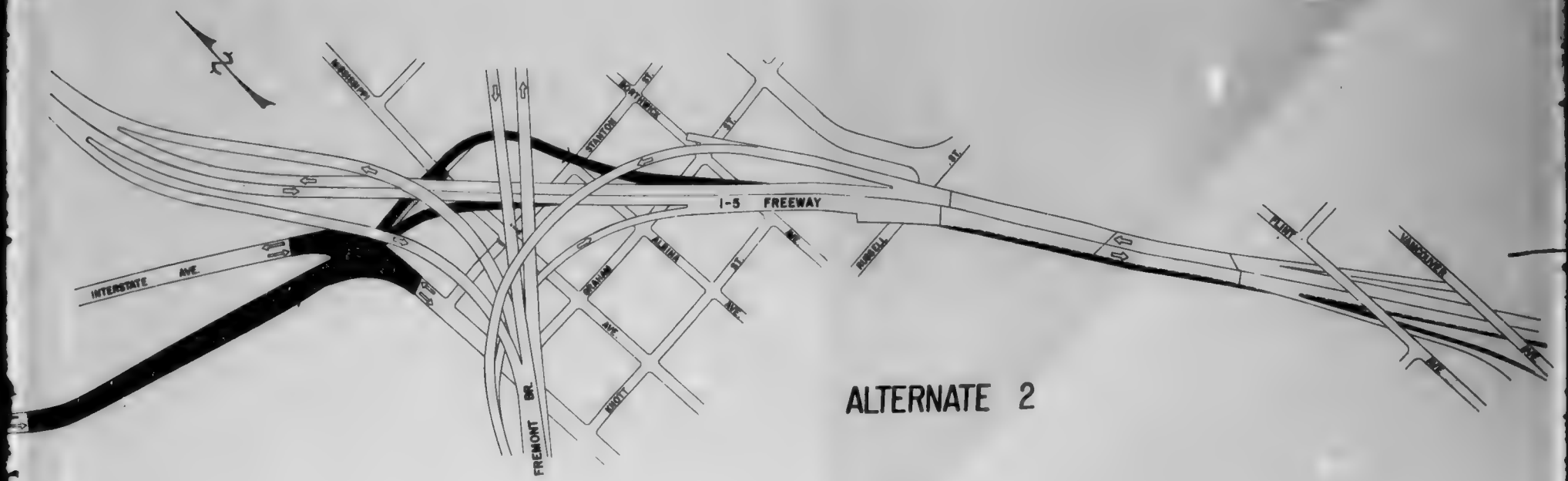
ALTERNATE 3C



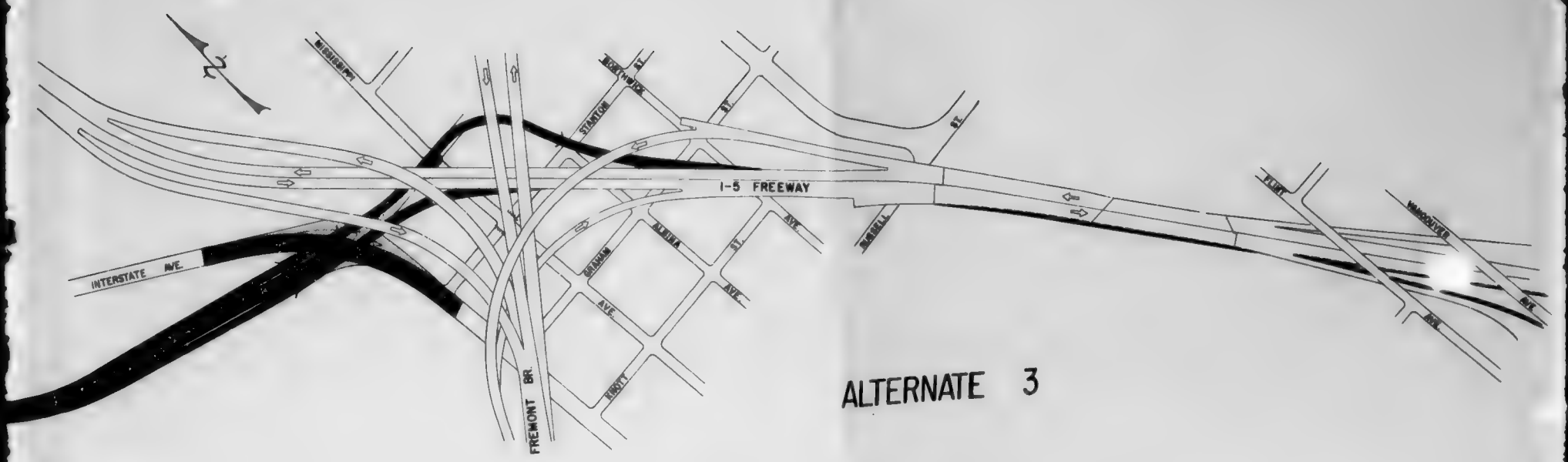
LEGEND

NEW CONSTRUC
EXISTING ROAD
EXISTING ROAD
NEW BRIDGE

BASIN / GOING PROJECT



ALTERNATE 2



ALTERNATE 3

GREELEY / I-5 PROJECT

LEGEND

NEW CONSTRUCTION
EXISTING ROADWAY TO REMAIN
EXISTING ROADWAY TO BE REMOVED
NEW BRIDGE CONSTRUCTION

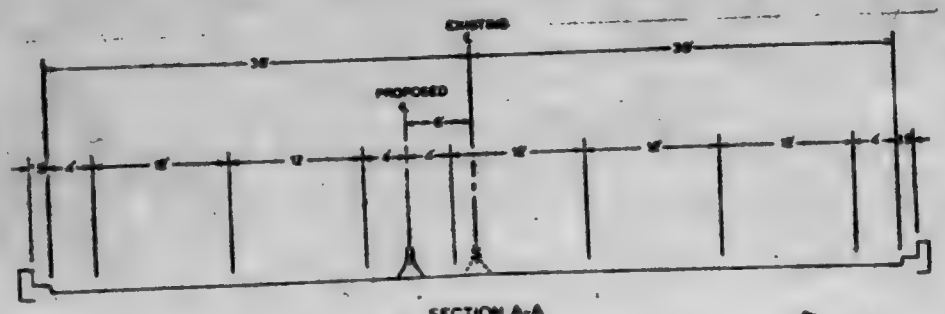
OREGON DEPARTMENT OF TRANSPORTATION

DESIGN HEARING MAP

BASIN/GOING & GREELEY/I-5 PROJECTS

CITY OF PORTLAND

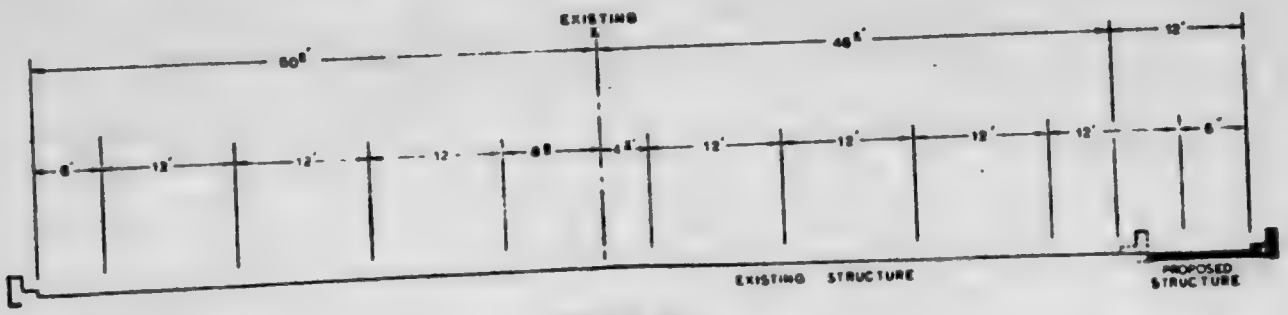
MULTNOMAH COUNTY



INTERSTATE 5 FREEWAY

ALTERNATE No. 2 and 3

PRELIMINARY COPY SUBJECT TO CHANGE

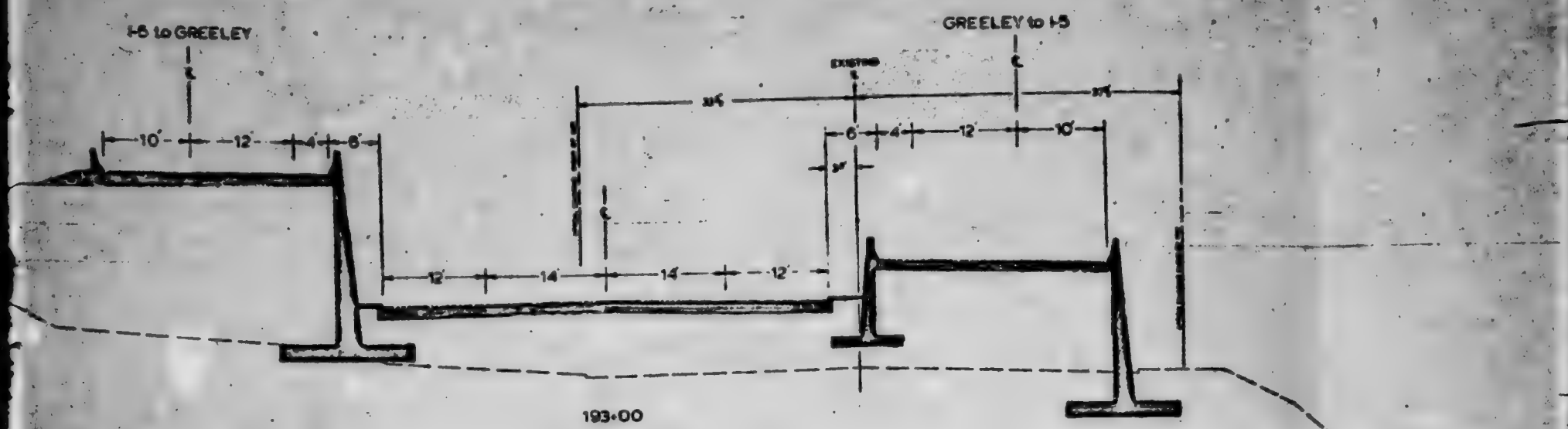


INTERSTATE 5 FREEWAY

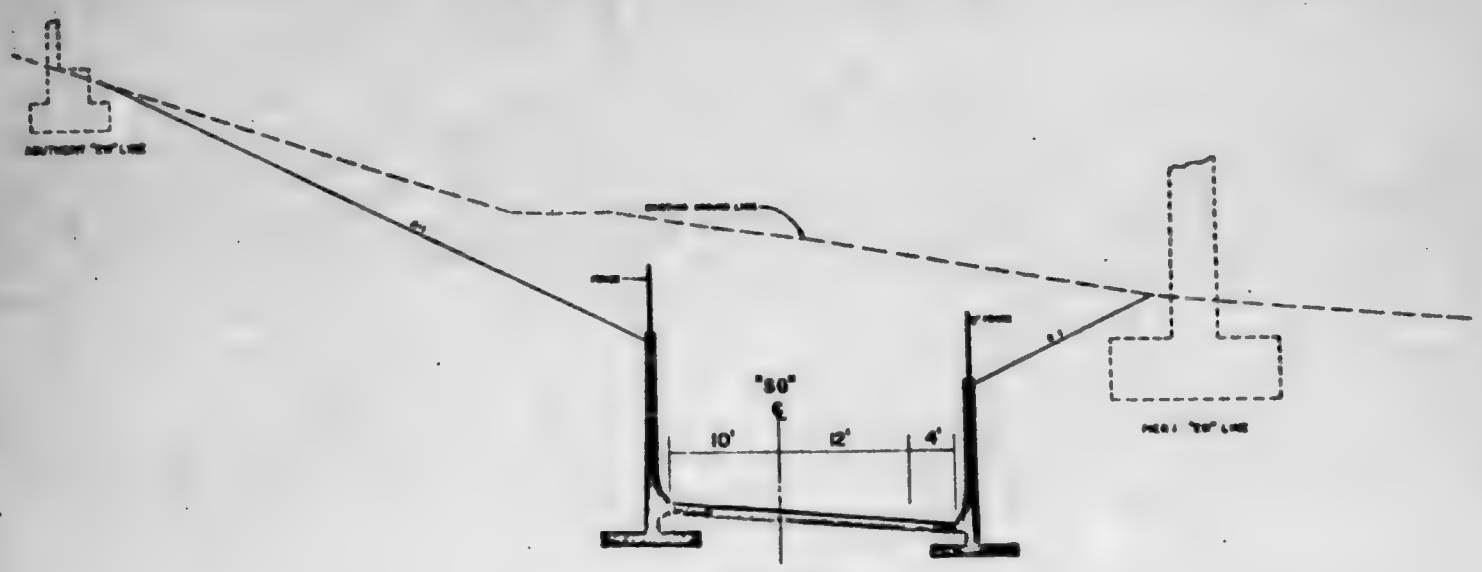
ALTERNATE No. 2 and 3

N. GREELEY AVE. - I-5 FREEWAY

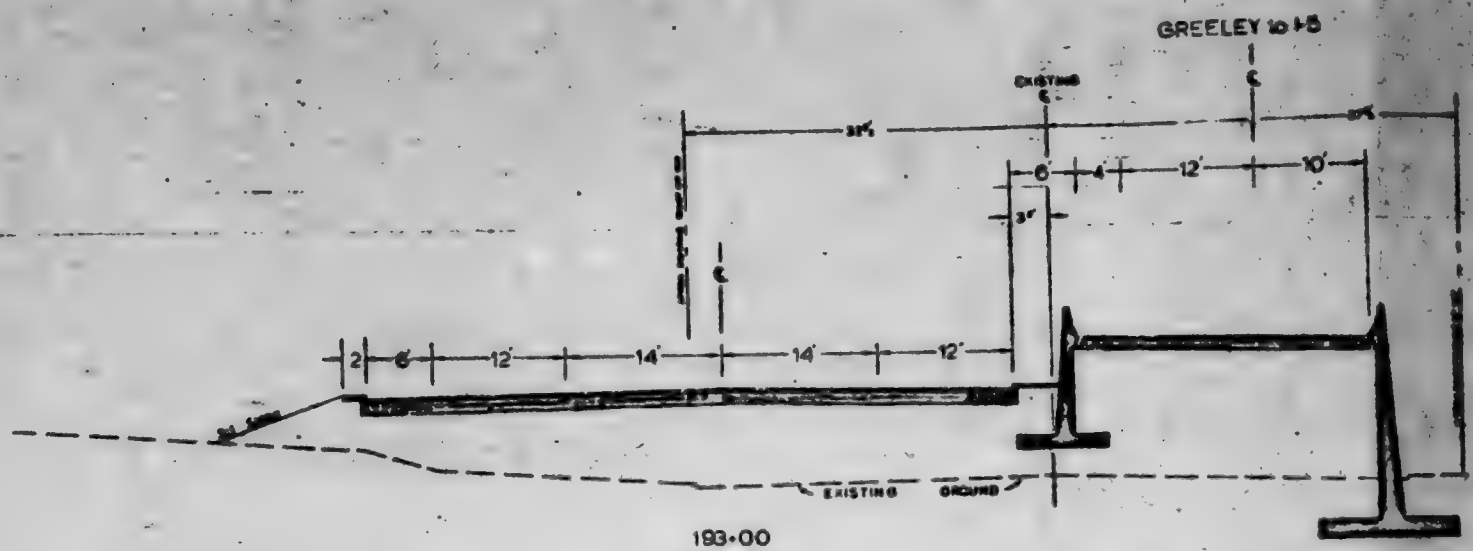
TYPICAL SECTIONS



193+00
SECTION B-B
N. GREELEY AVE.
ALTERNATE No. 3



"50" 204+00
SECTION E-E
ALTERNATE No. 2 & 3



193+00
SECTION C-C
N. GREELEY AVE.
ALTERNATE No 2

KEY:
TRAVEL AREA.....
CURB / SIDEWALK.....
RETAINING WALL.....
STRUCTURE.....

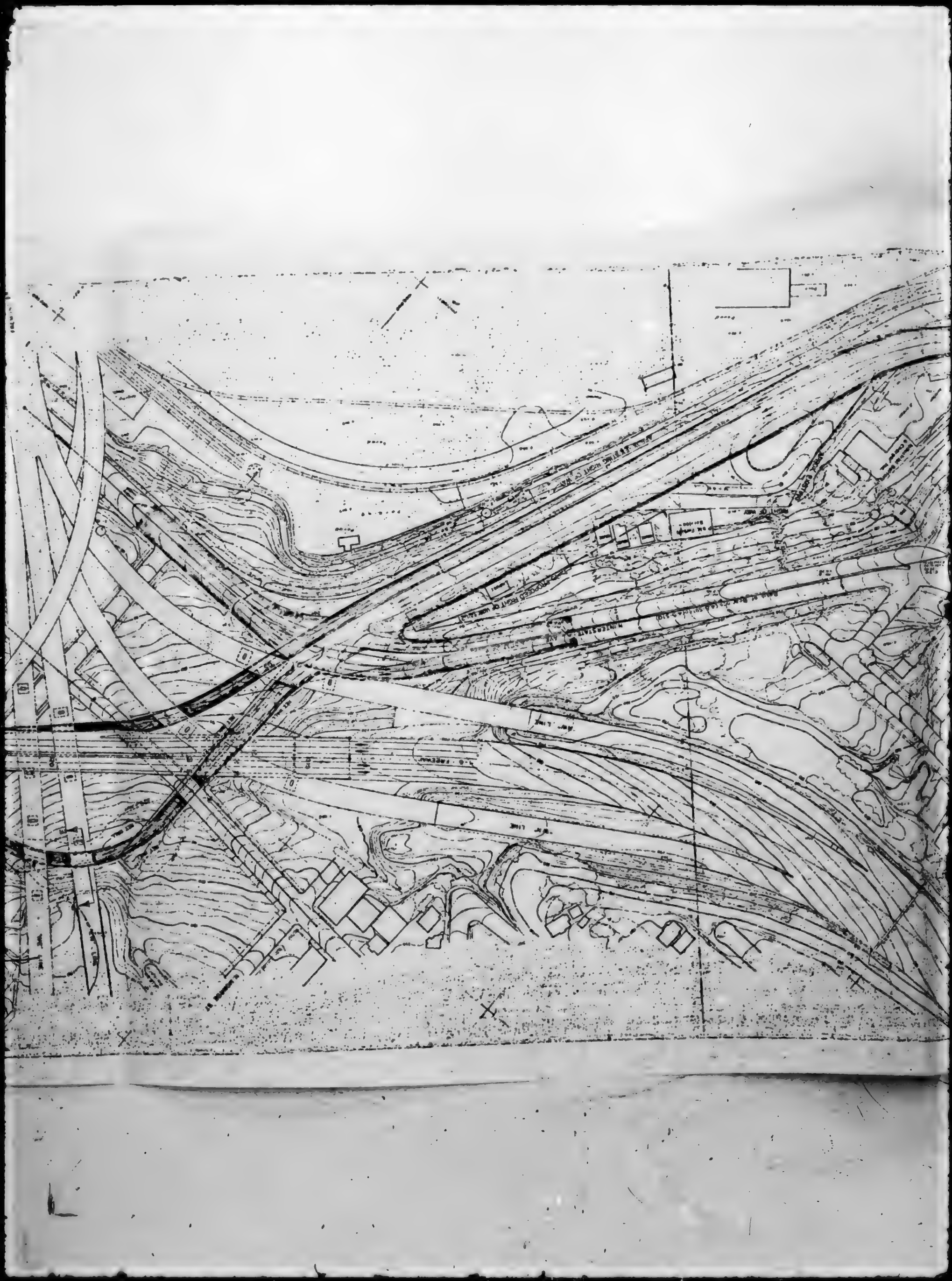
N. GREELEY AVE. - I-5 FREEWAY

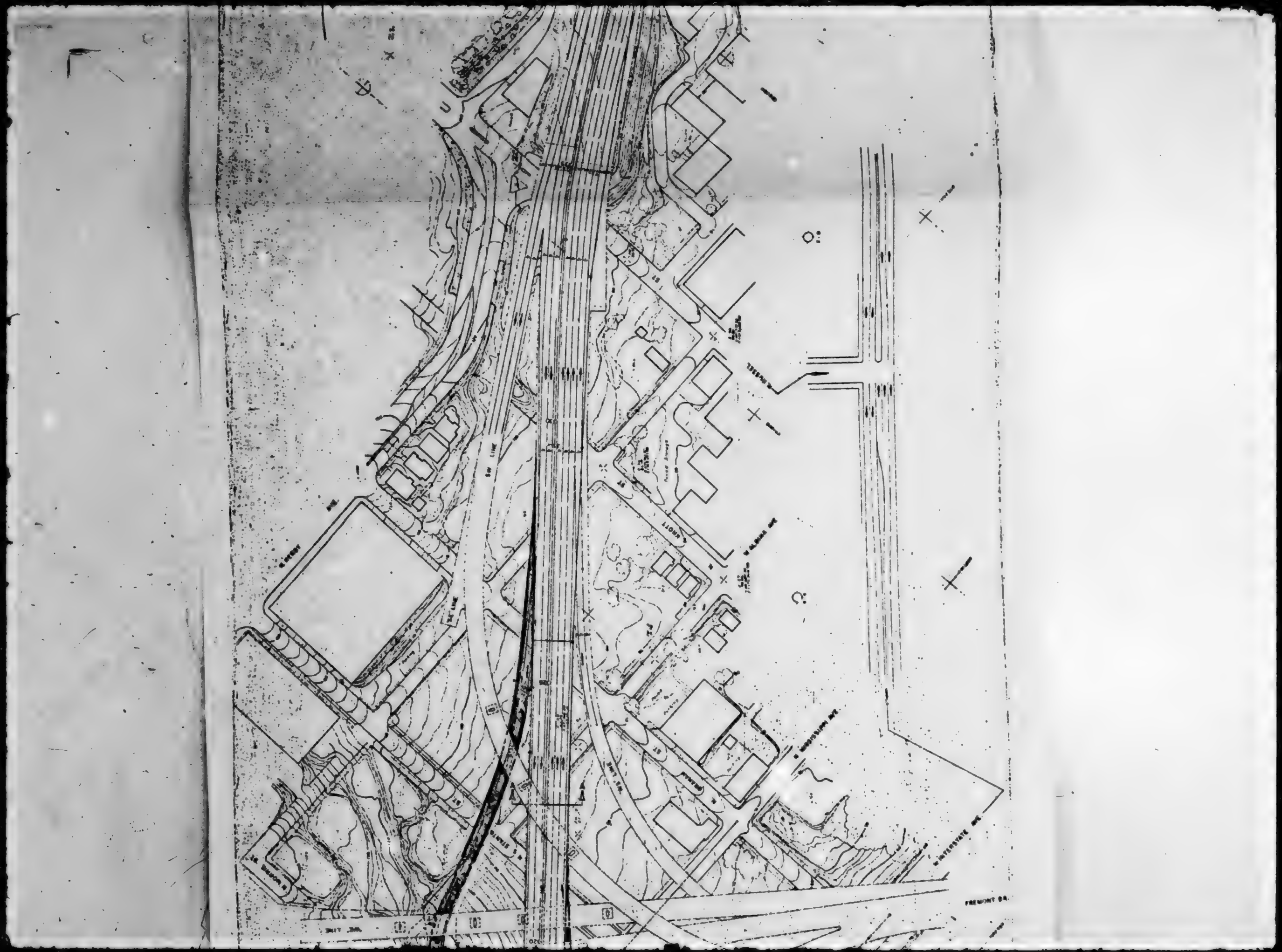
ALTERNATE No. 2

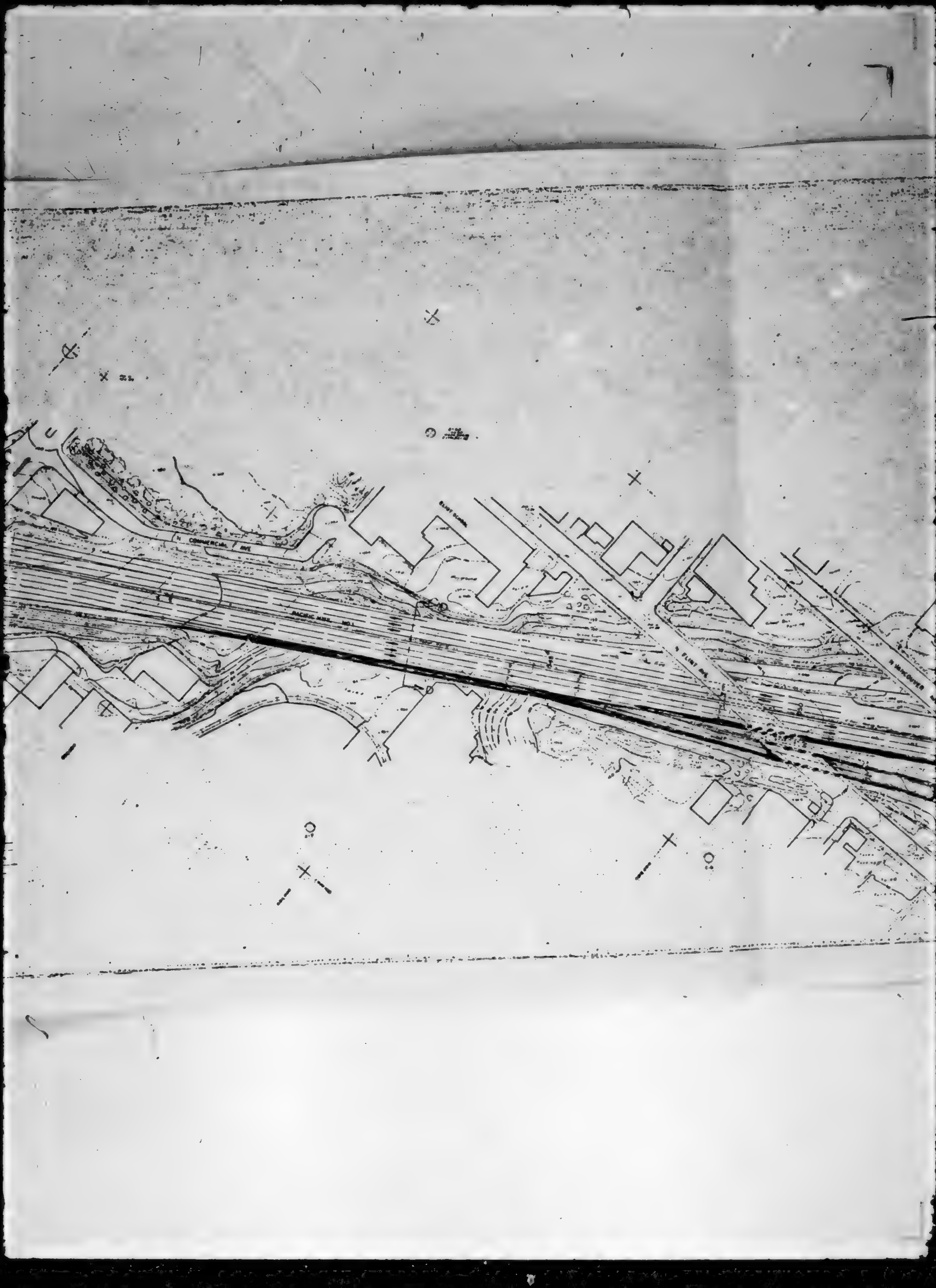
MULTNOMAH COUNTY

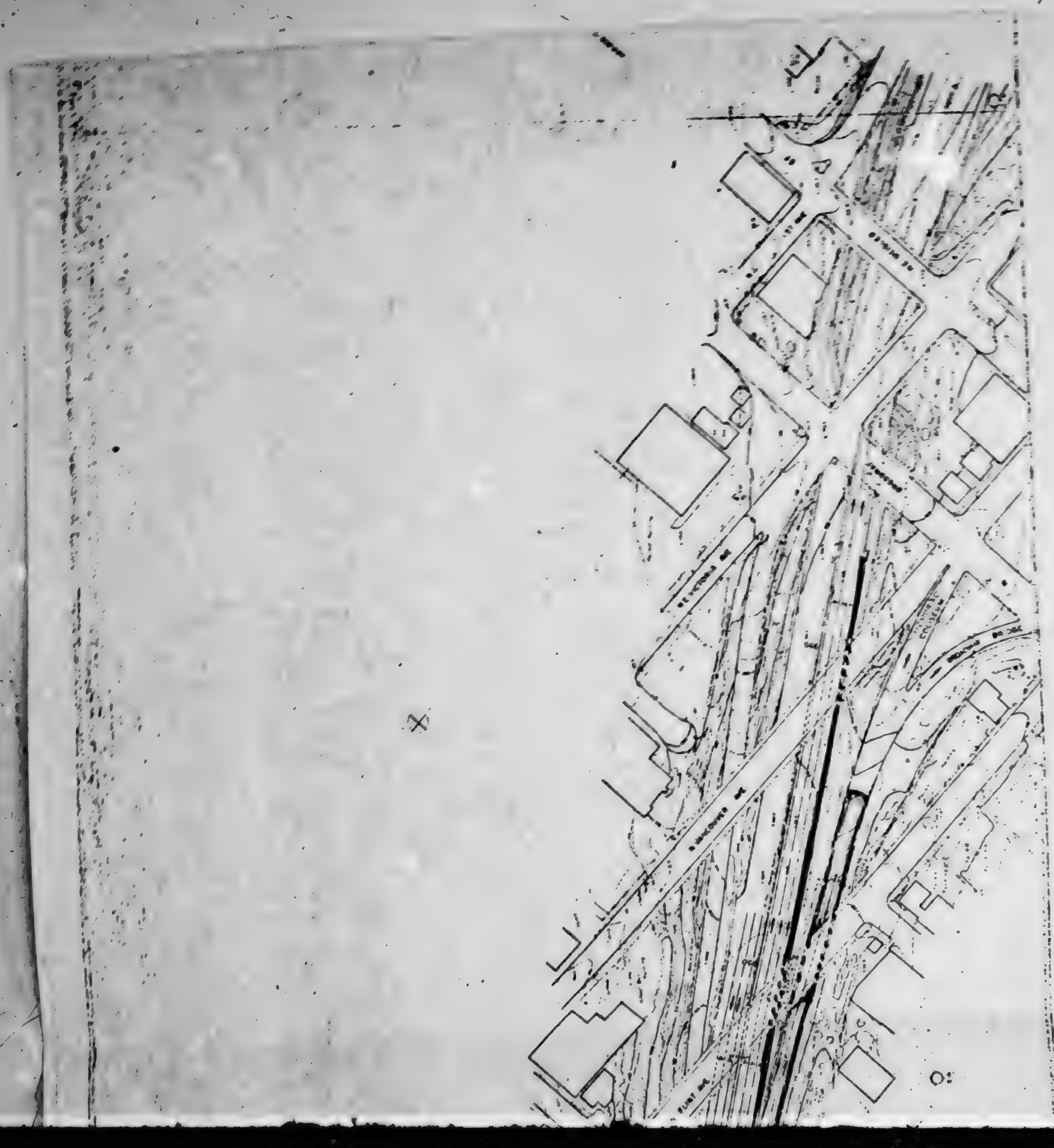
PRELIMINARY COPY
SUBJECT TO CHANGE

KEY:
- TRAVEL AREA
- STRUCTURE
- RETAINING WALL




N. ALBINA AVE.
N. MISSISSIPPI AVE.
INTERSTATE AVE.
FREMONT DR.


N COMMERCIAL AVE
PACIFIC AVE
ELIOT MARINE
N ELIOT AVE
N VANCOUVER



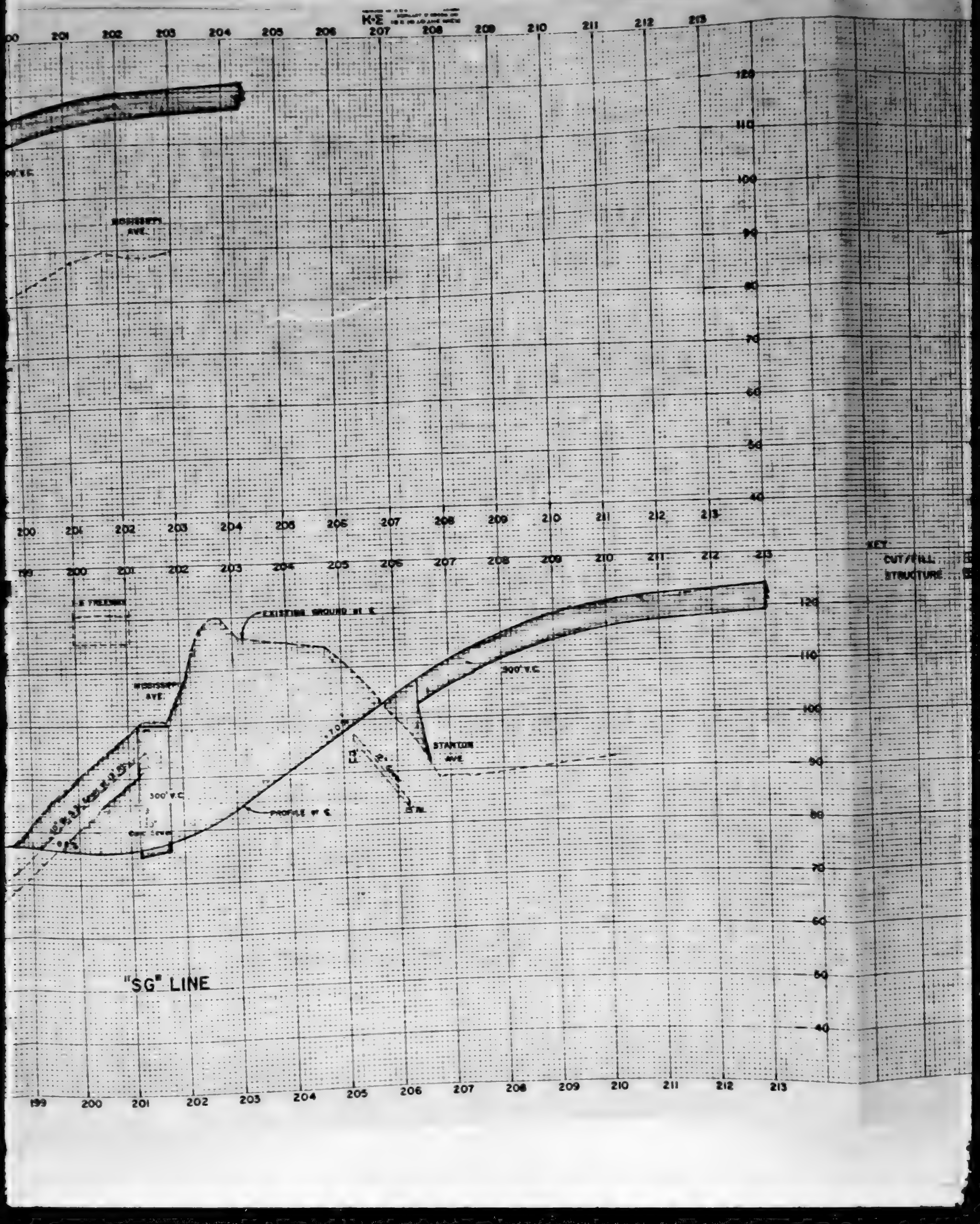
N. GREELEY - I-5 FREEWAY

ALT. NO. 2 PROFILES

PRELIMINARY COPY
SUBJECT TO CHANGE

"GS" LINE

GREELEY


K·E
200 201 202 203 204 205 206 207 208 209 210 211 212 213
120
110
100
90
80
70
60
50
40
KEY
CUT / FILL
STRUCTURE
199 200 201 202 203 204 205 206 207 208 209 210 211 212 213
EXISTING GROUND AT ℄
300' V.C.
STANTON AVE.
PROFILE AT ℄
"SG" LINE

212 213

120

110

100

90

80

70

60

50

40

212 213

KEY

CUT/FILL

STRUCTURE

211 212 213

120

110

100

90

80

70

60

50

40

0 211 212 213

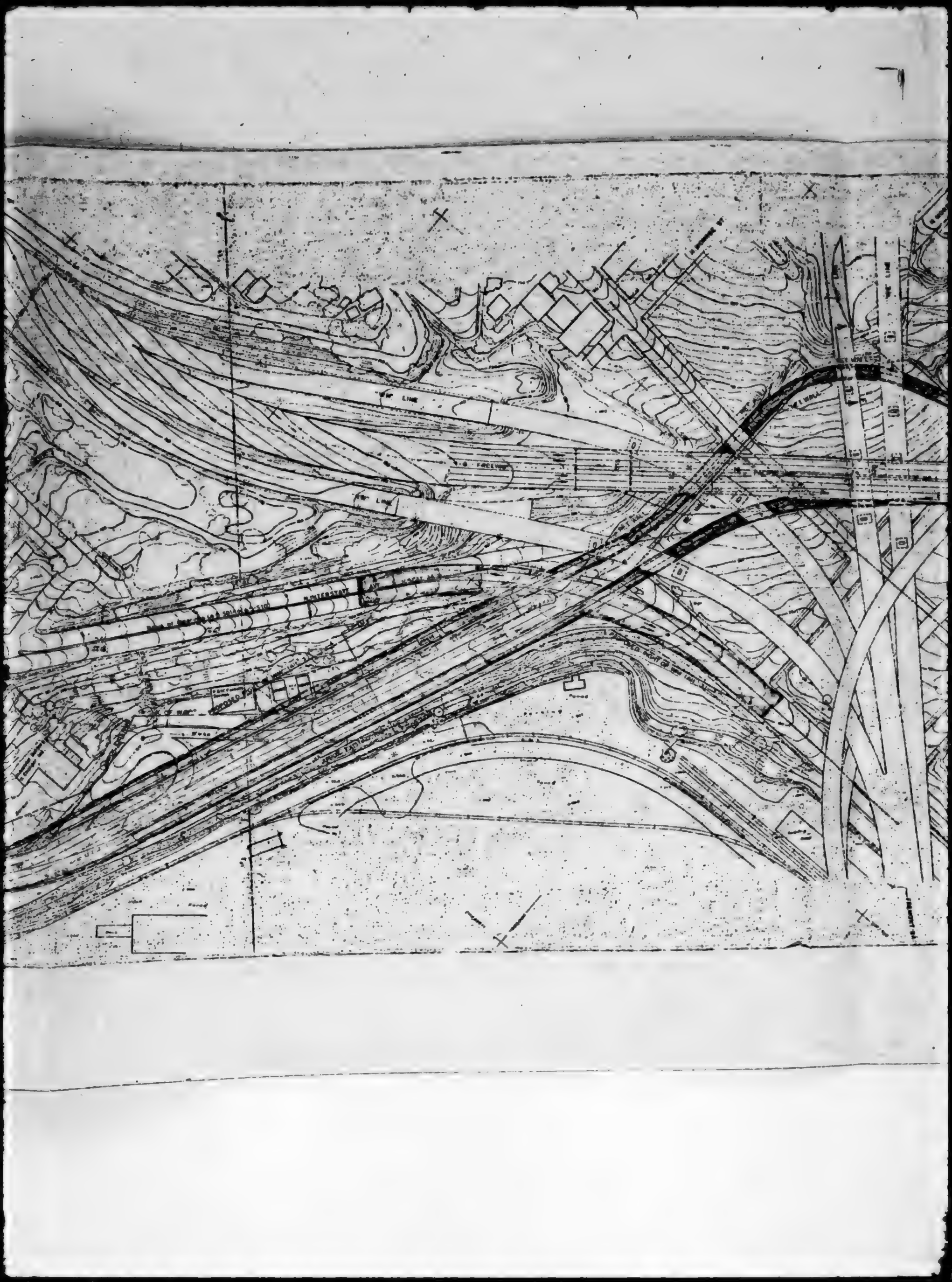
N. GREELEY AVE. - I-5 FREEWAY

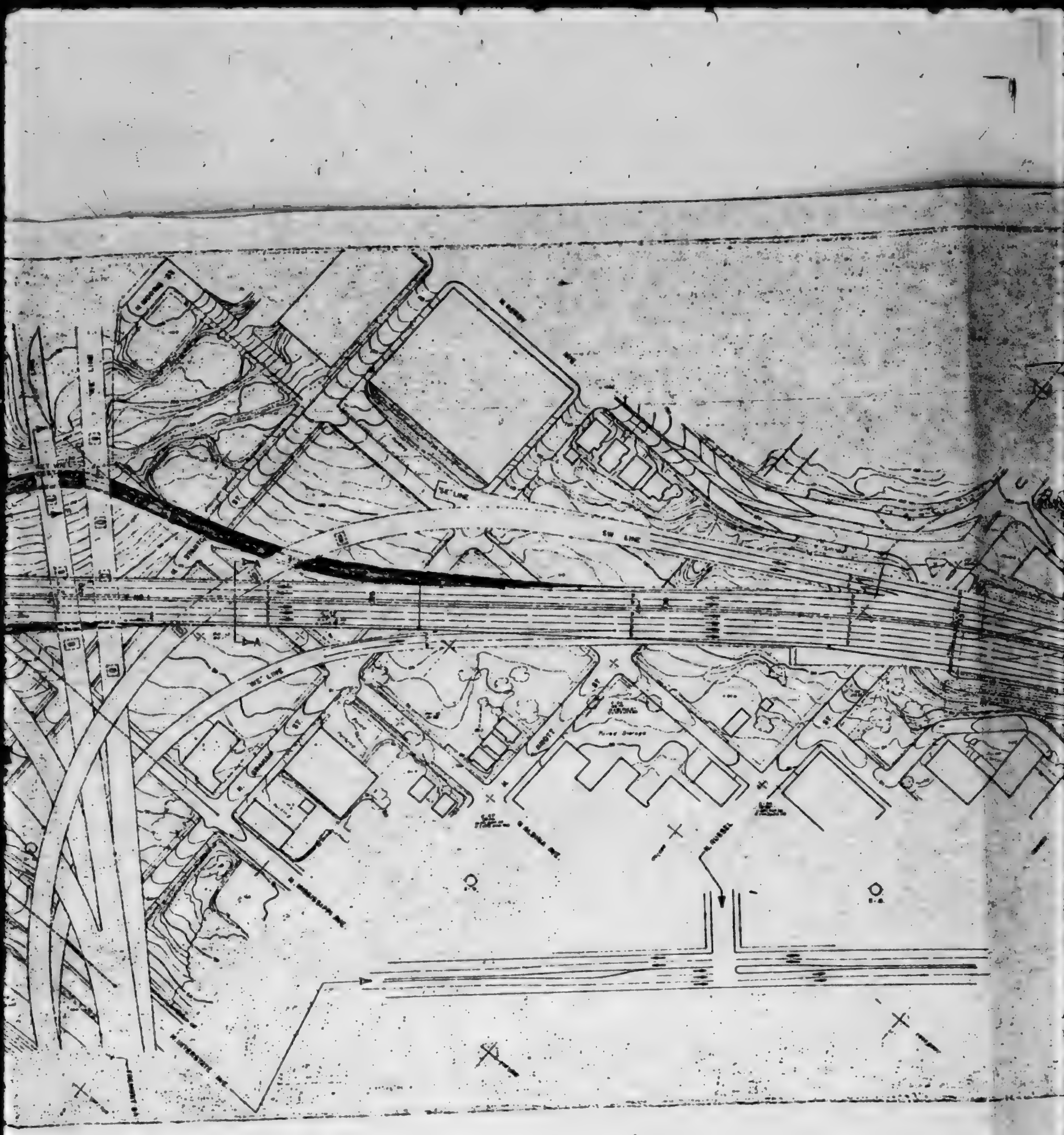
ALTERNATE No. 3

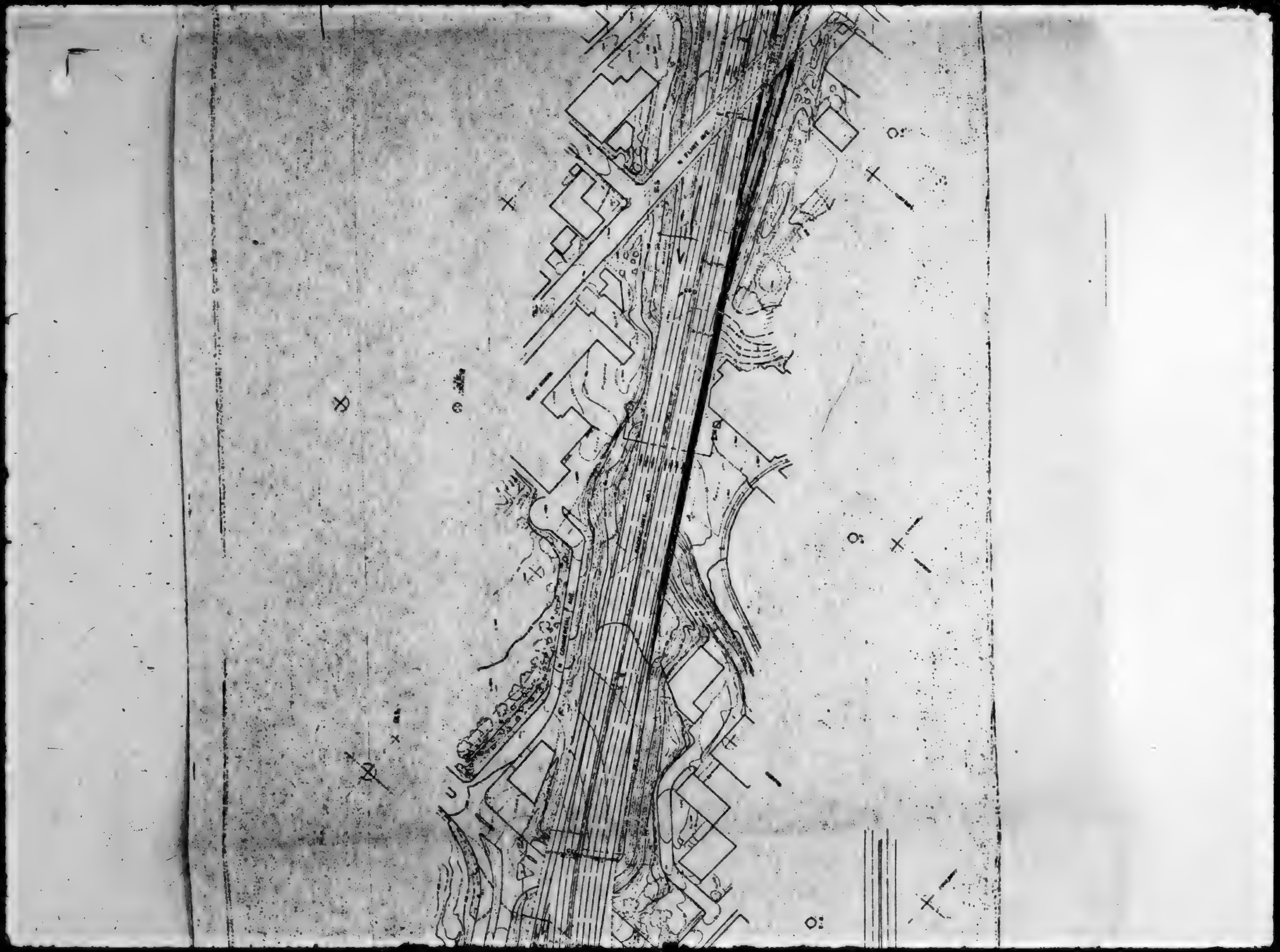
MULTNOMAH COUNTY

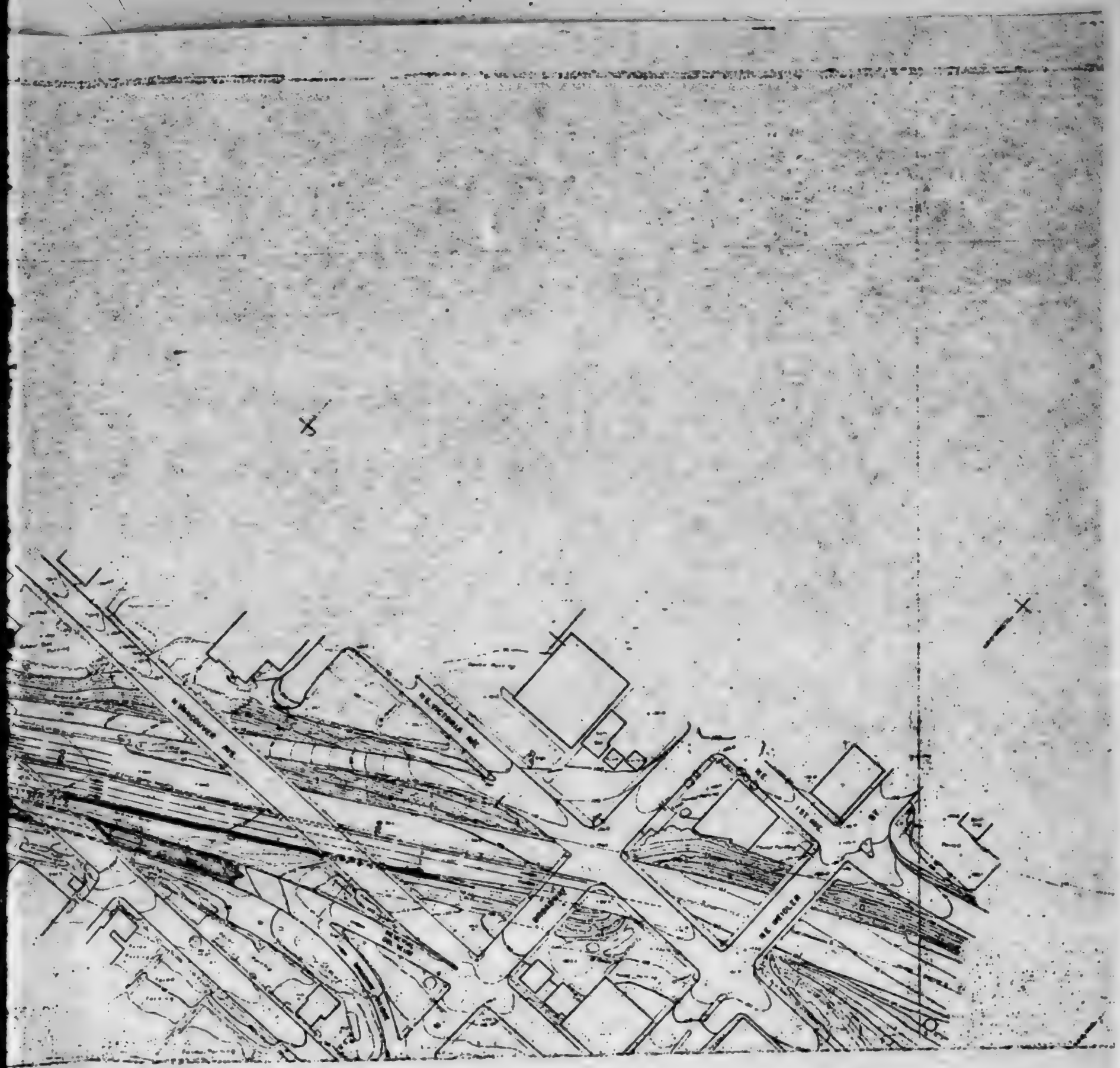
PRELIMINARY COPY
SUBJECT TO CHANGE

KEY:
- TRAVEL AREA
- STRUCTURE
- RETAINING WALL



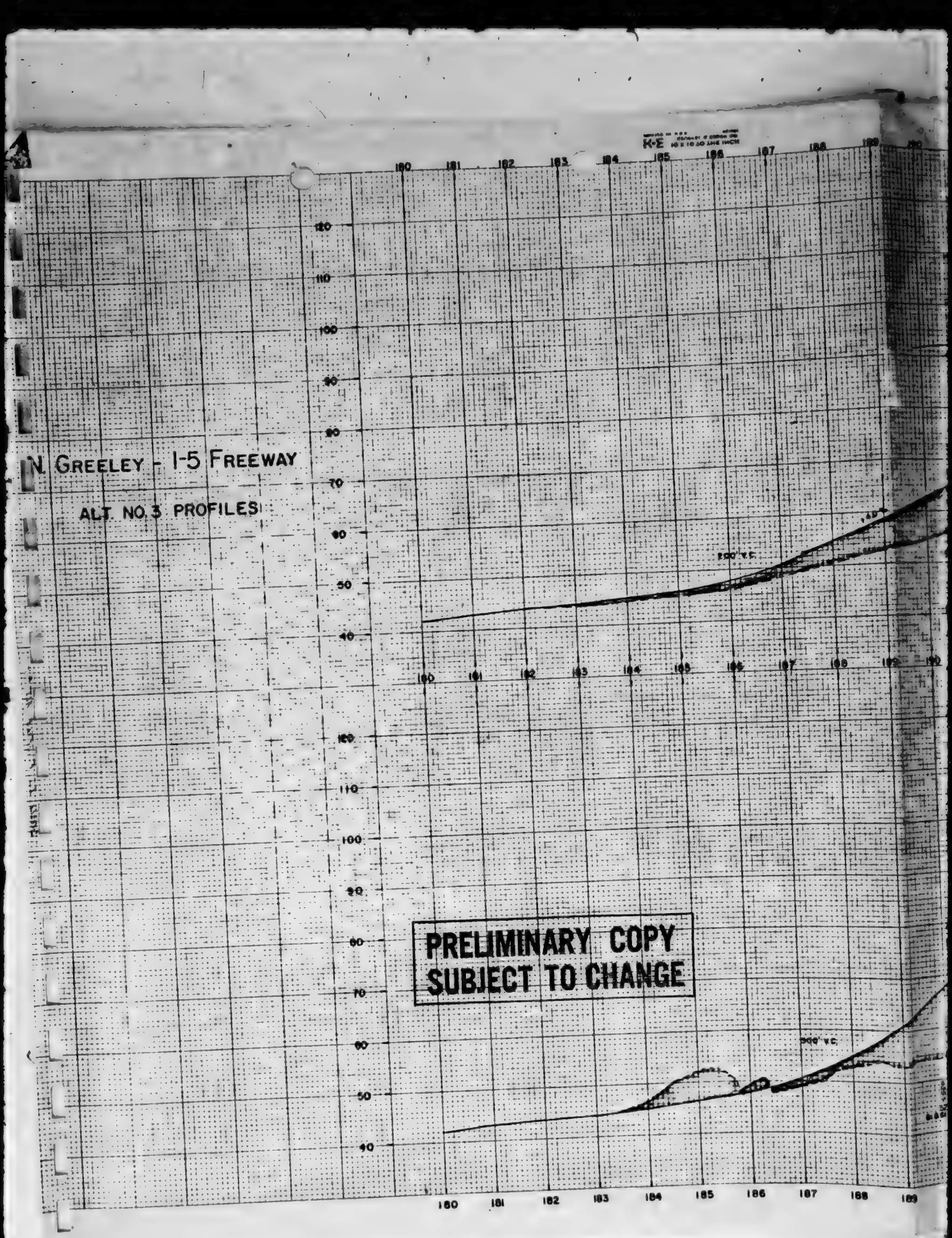


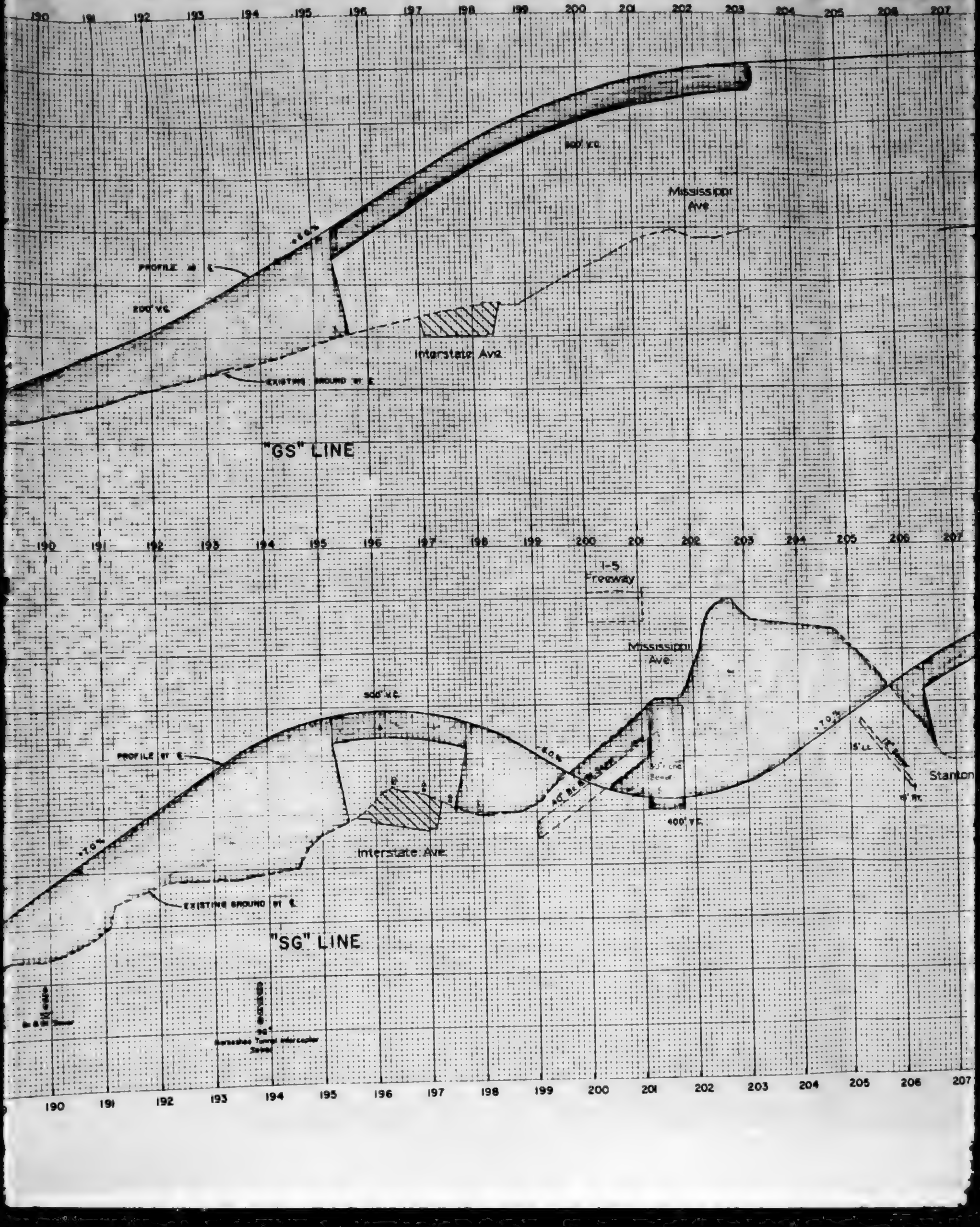



N. VANCOUVER AVE.
N.E. VICTORIA AVE.
N.E. 1ST AVE.
N.E. RUSSELL ST.
N.E. MORELAND
N.E. MORELAND

N. GREELEY - I-5 FREEWAY

ALT. NO. 3 PROFILES




190
191
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200
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202
203
204
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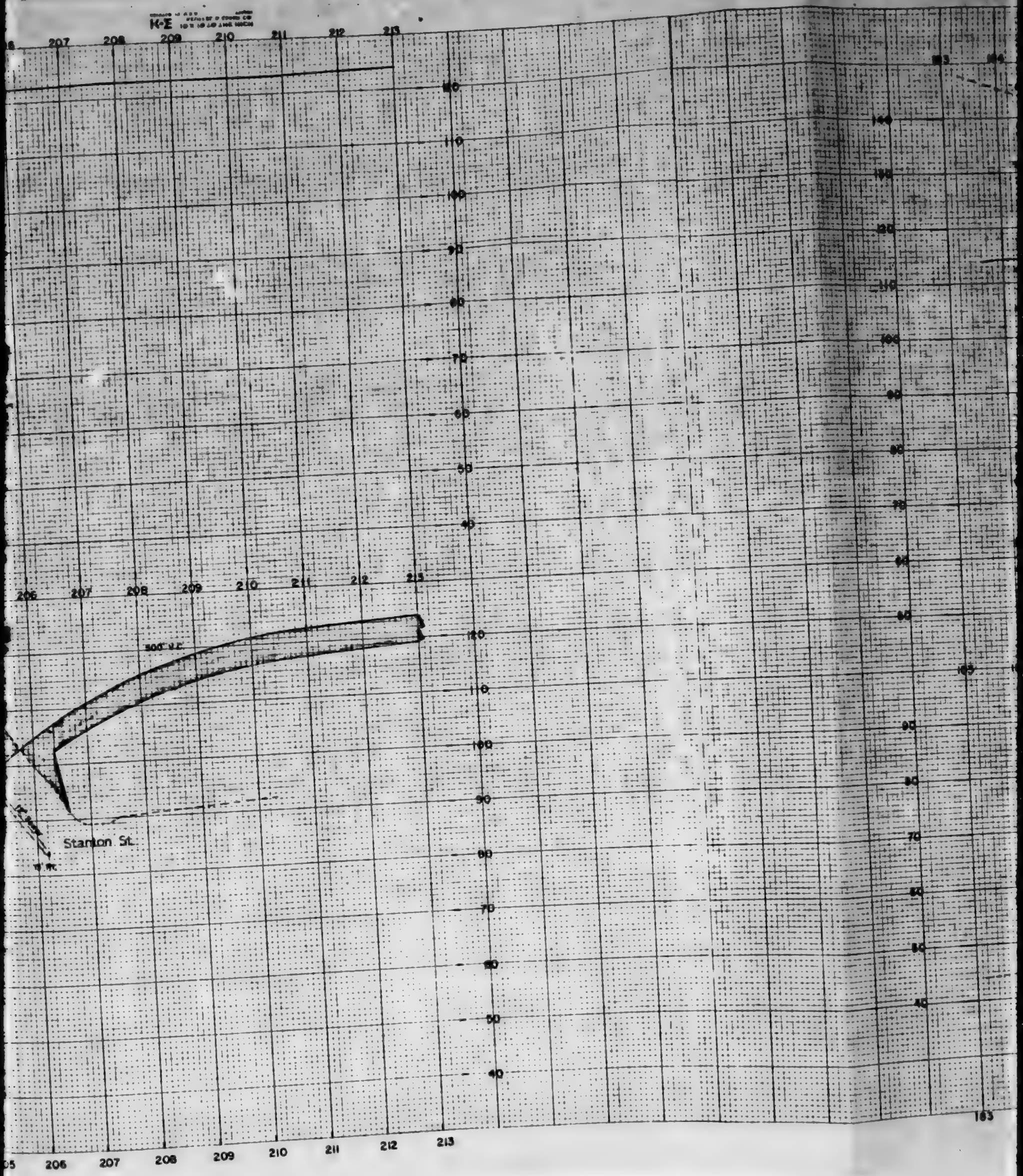
206
207
Mississippi Ave
Interstate Ave
"GS" LINE
I-5 Freeway
Mississippi Ave.
Interstate Ave.
Stanton
"SG" LINE


K-E
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213
Stanton St.
110
100
90
80
70
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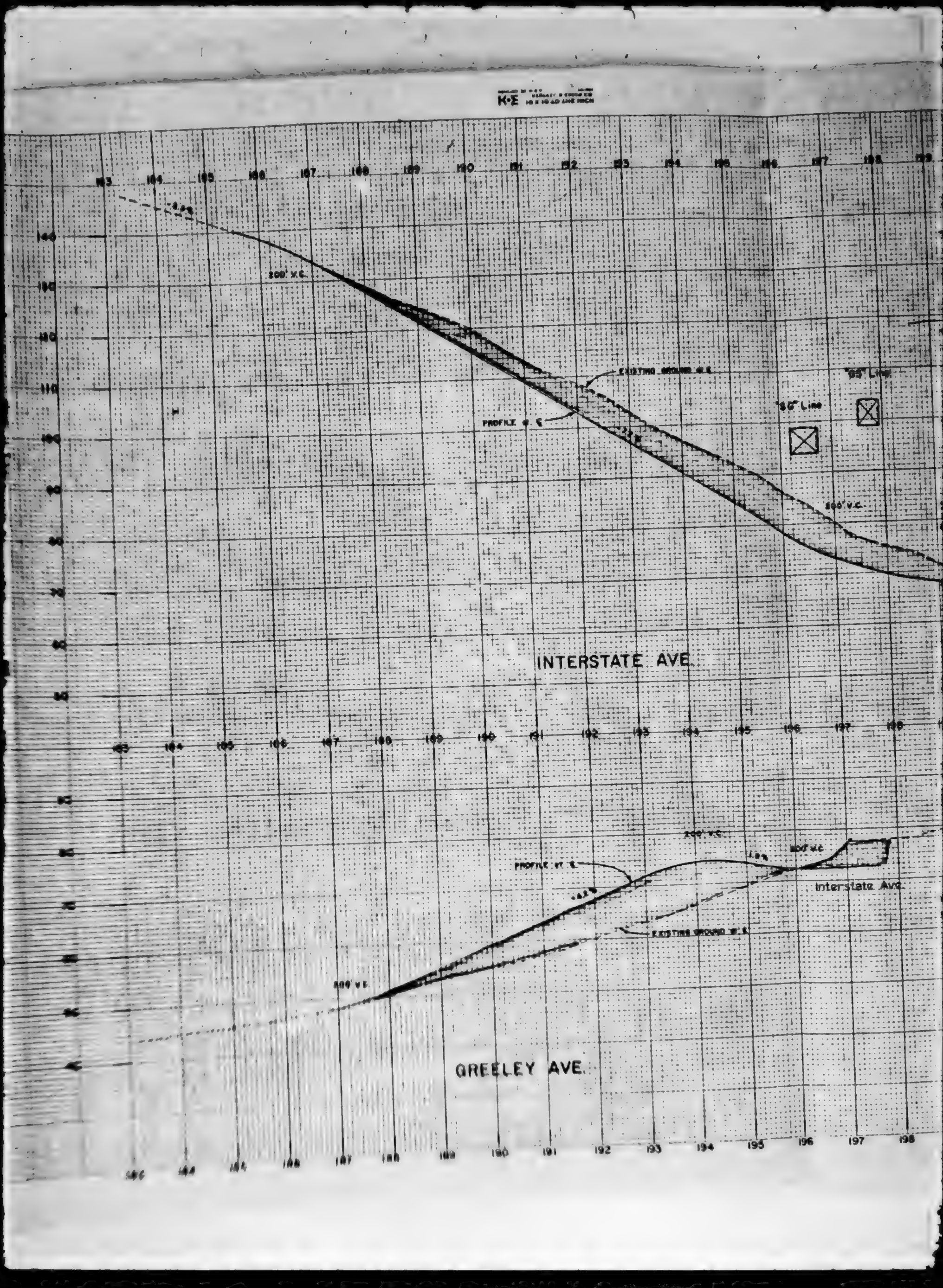
183


K·E
INTERSTATE AVE.
GREELEY AVE.
200' V.C.
PROFILE of ℄
EXISTING GROUND at ℄
"S" Line
"SS" Line
Interstate Ave.

199 200 201 202 203 204 205

40
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60
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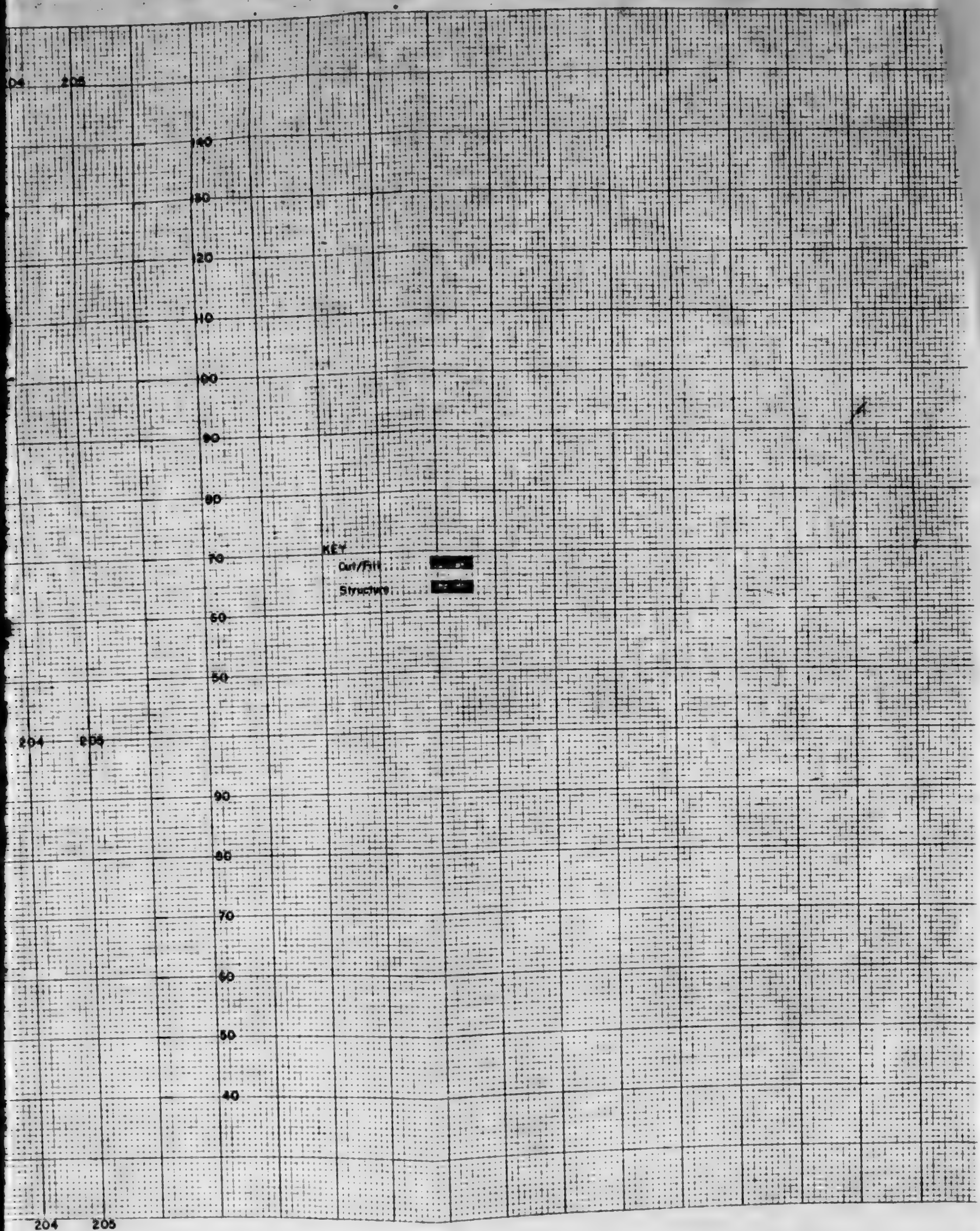
90
80
70
60
50
40

KEY
Cut/Fill
Structure

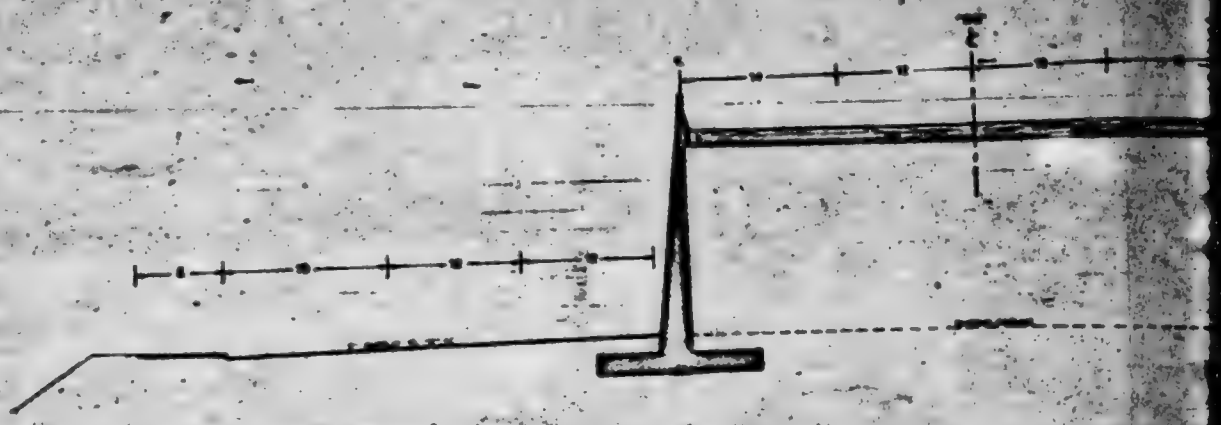
199 200 201 202 203 204 205

K-E


204
205
140
130
120
110
100
90
80
70
60
50
40
KEY
Cut/Fill
Structure

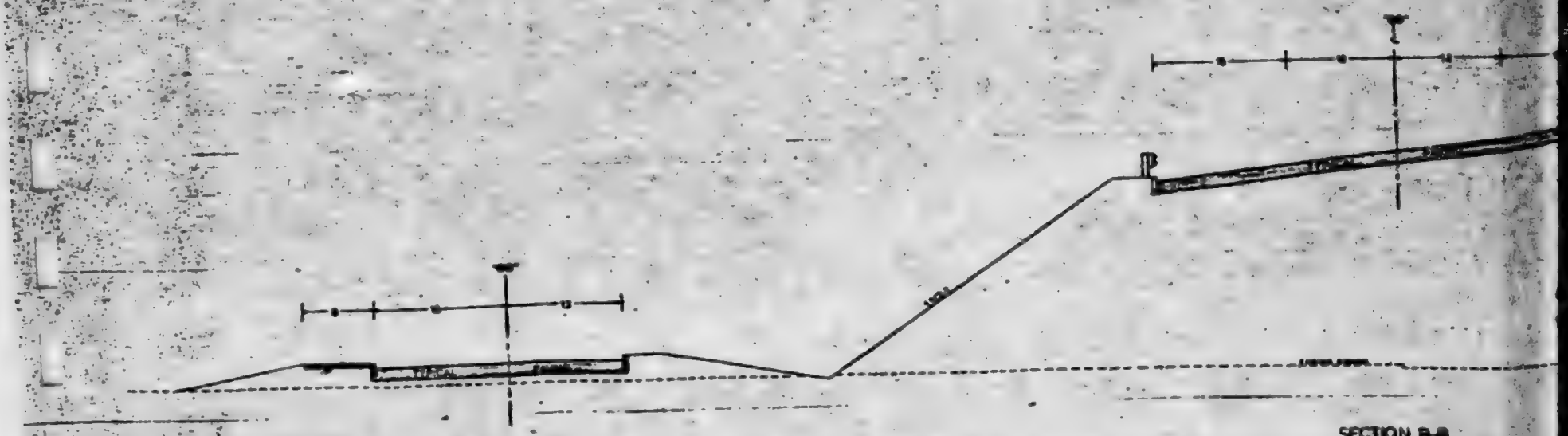
PRELIMINARY COPY
SUBJECT TO CHANGE

KEY:
TRAVEL AREA
NON-TRAVEL AREA
RETAINING WALL
SIDEWALK



GO 13+50

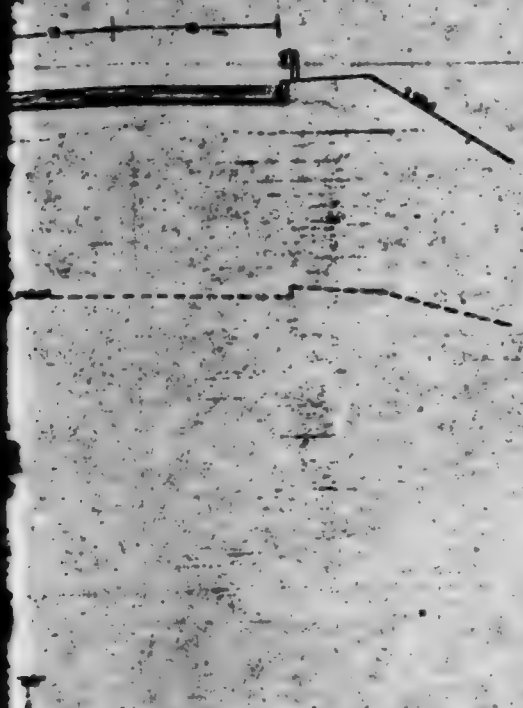
SECTION A-A



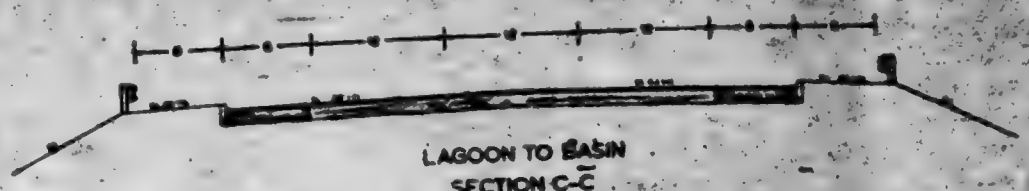
SECTION B-B

TYPICAL SECTIONS

GOING-BASIN INTERCHANGE
ALTERNATE 'A'

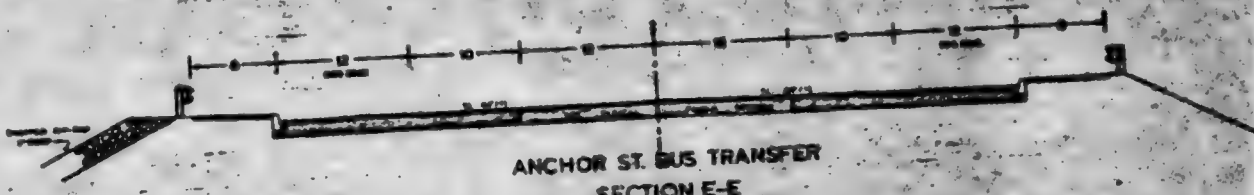


SECTION B-B

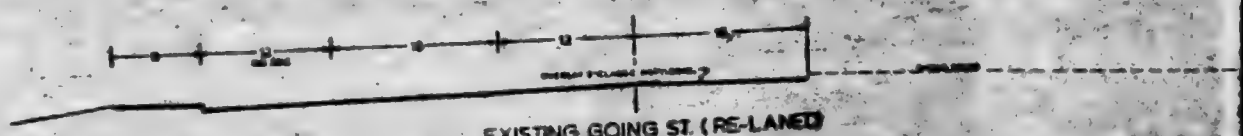


LAGOON TO BASIN
SECTION C-C

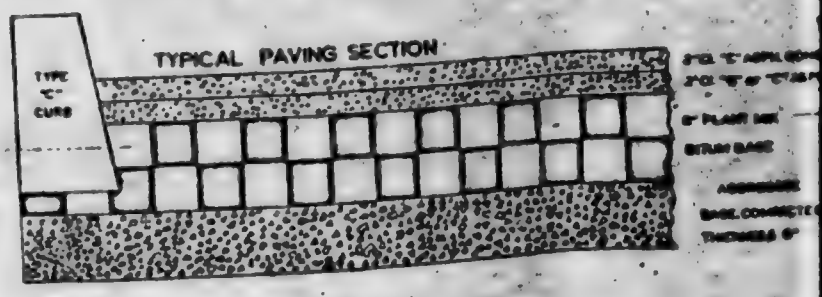
ANCHOR ST EXTENSION
SECTION D-D

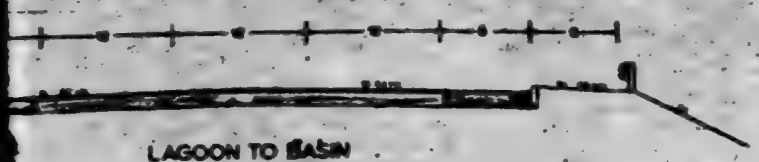


ANCHOR ST. BUS TRANSFER
SECTION E-E



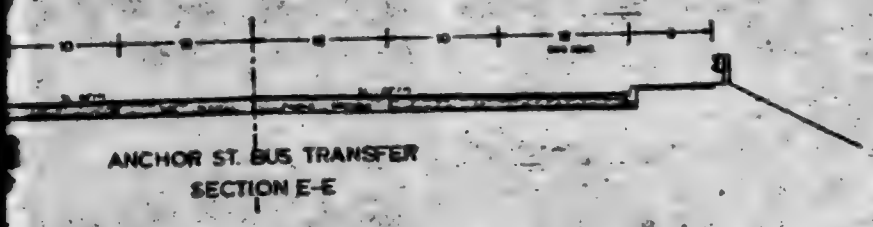
EXISTING GOING ST. (RE-LANED)
SECTION F-F



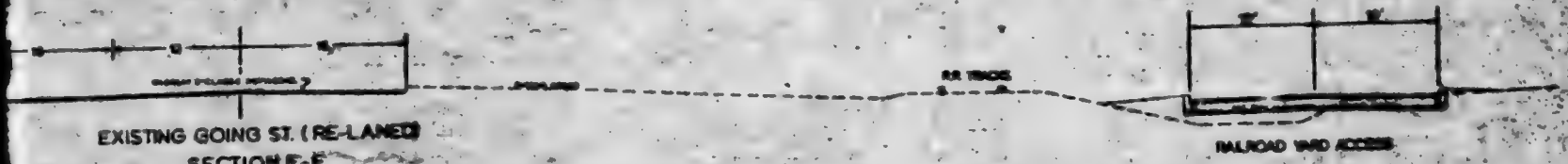


LAGOON TO BASIN
SECTION C-C

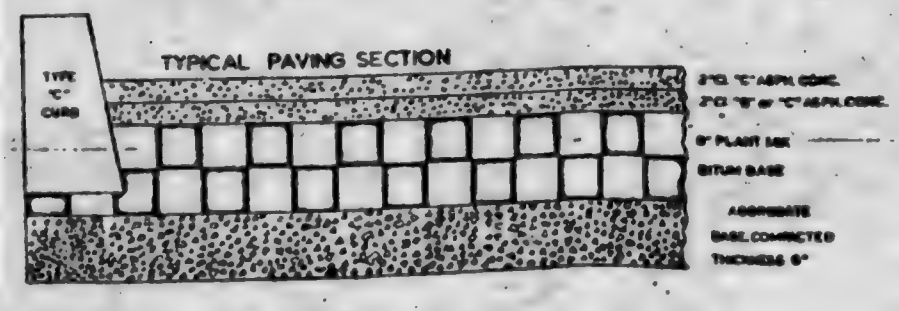
ANCHOR ST. EXTENSION
SECTION D-D

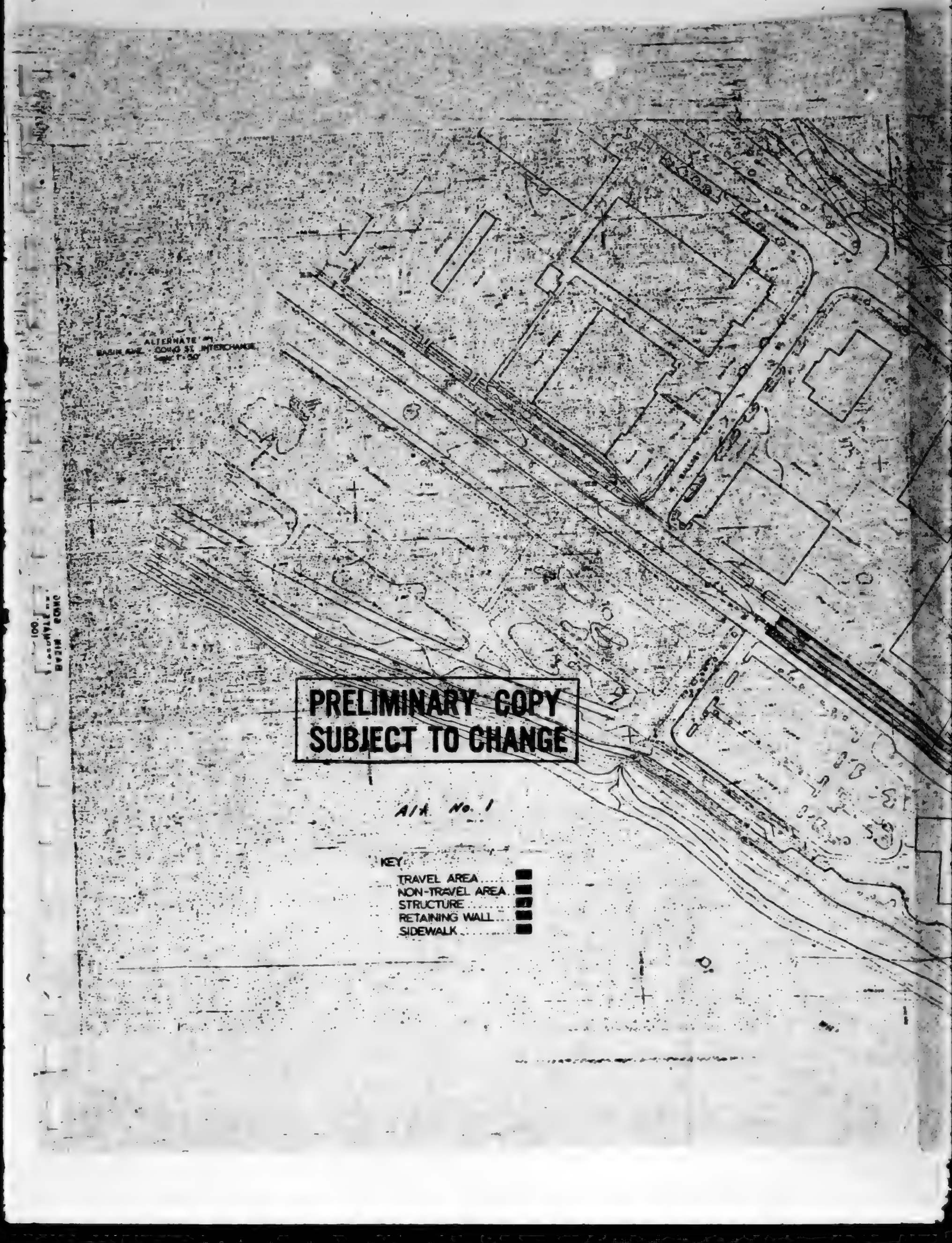


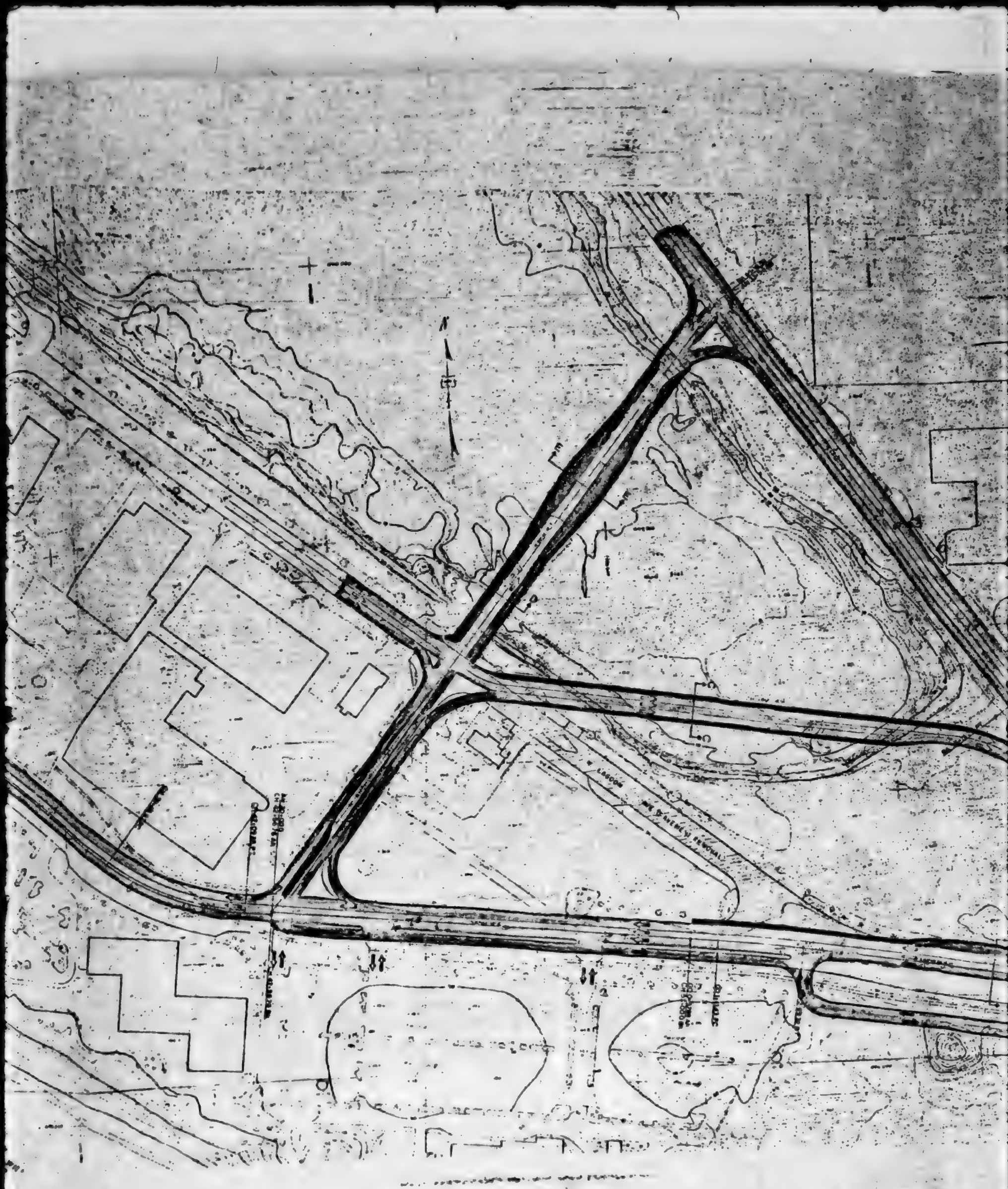
ANCHOR ST. BUS TRANSFER
SECTION E-E



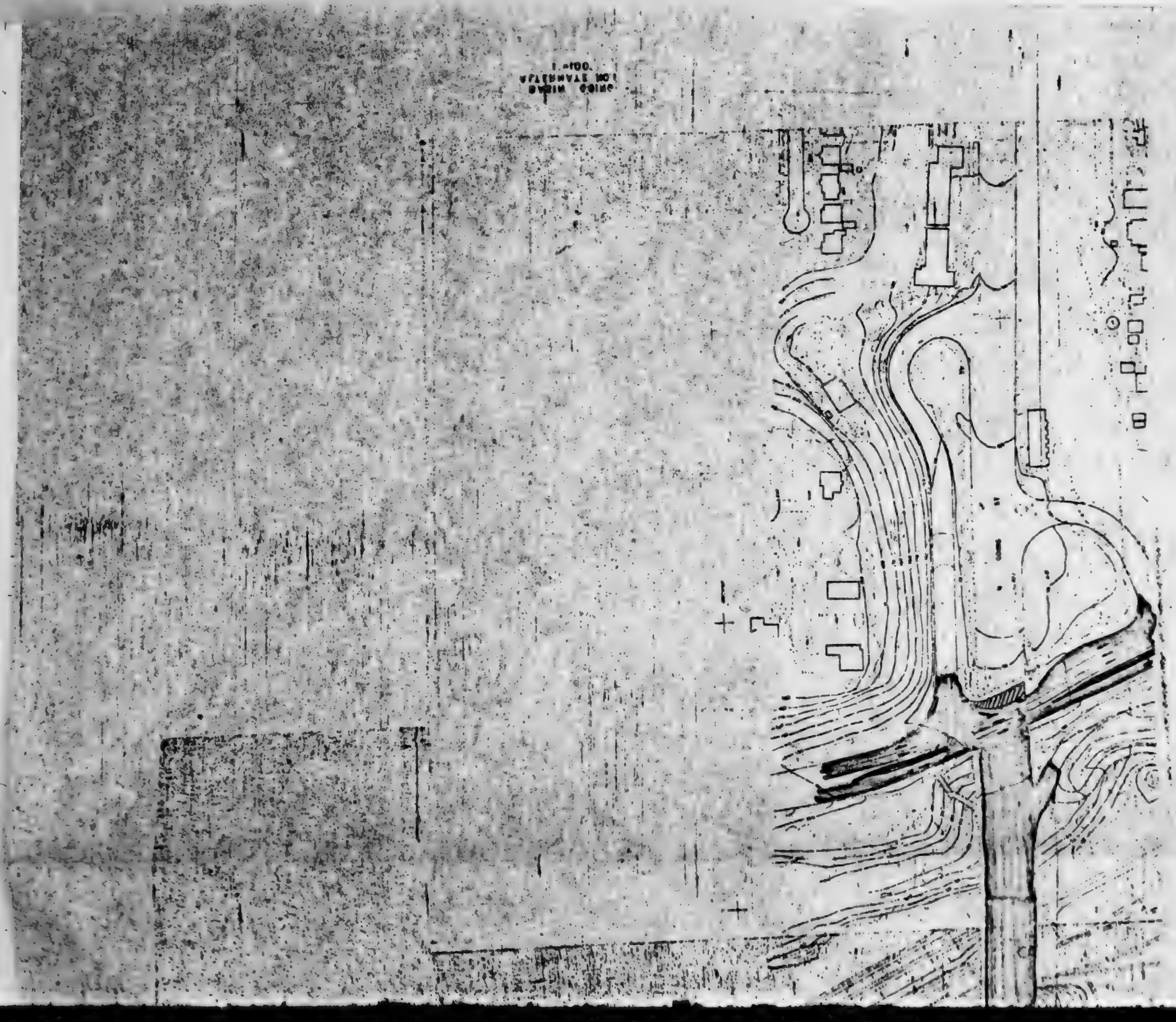
EXISTING GOING ST. (RE-LANED)
SECTION F-F




ALTERNATE "A"
CONGO ST. INTERCHANGE
Scale: 1"=50'
PRELIMINARY COPY
SUBJECT TO CHANGE
Alt. No. 1
KEY
TRAVEL AREA
NON-TRAVEL AREA
STRUCTURE
RETAINING WALL
SIDEWALK



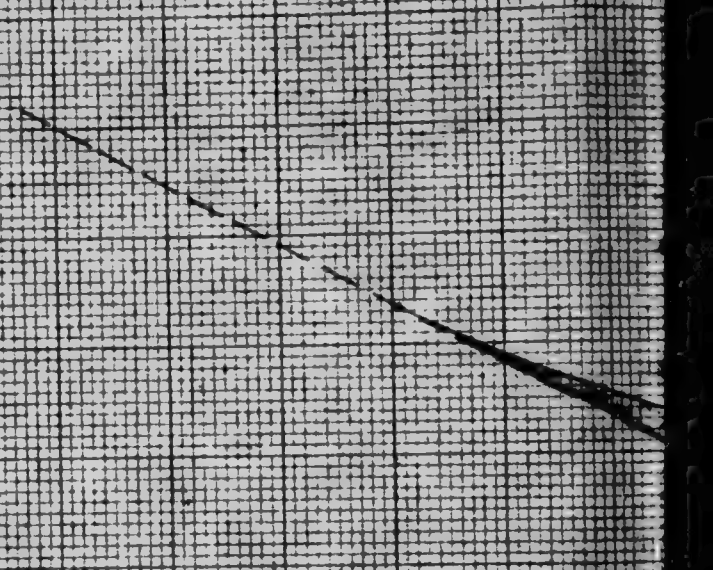
a
b

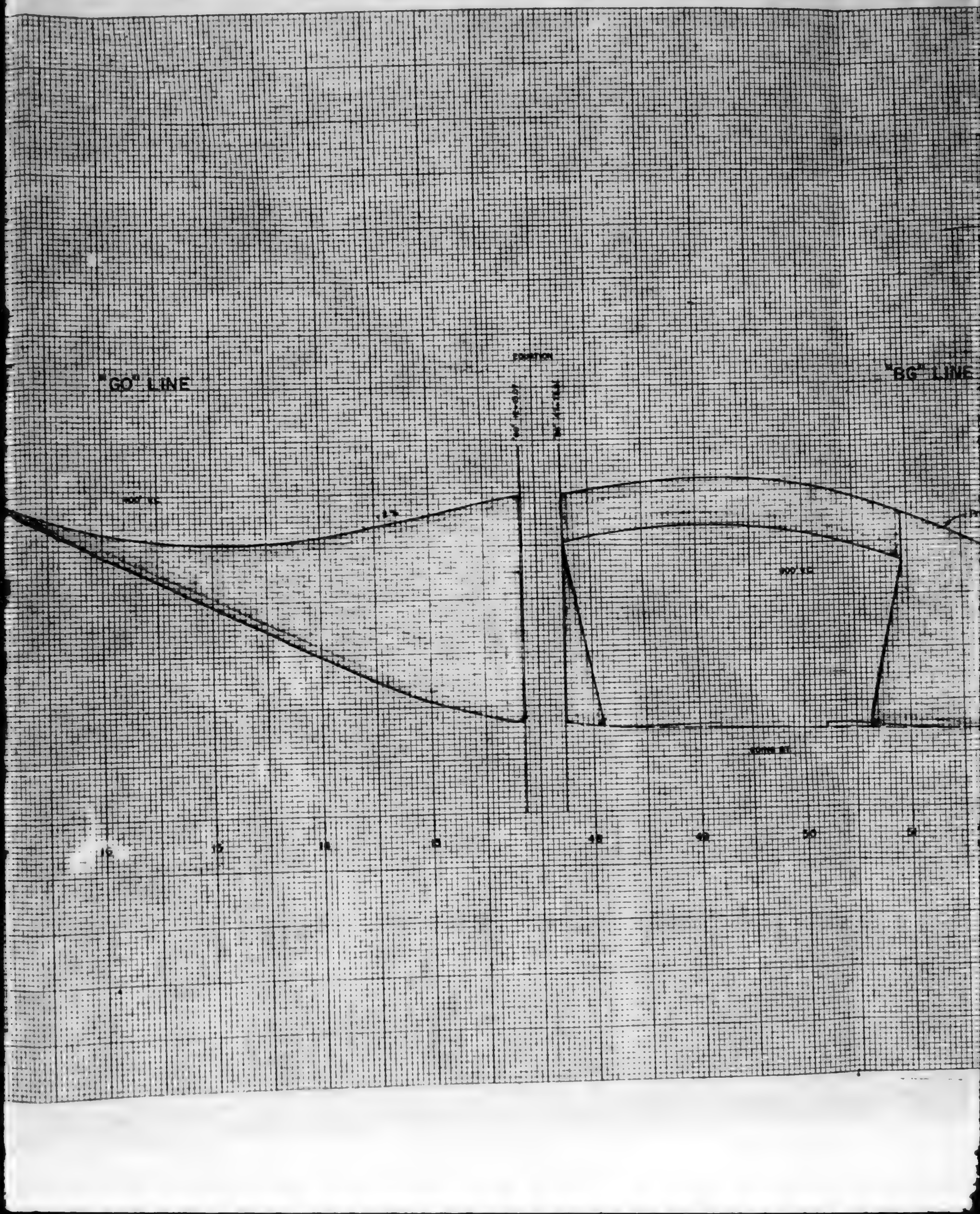


BASIN AVE. - GOING ST. INTERCHANGE

ALTERNATE No. 1 PROFILE

PRELIMINARY COPY
SUBJECT TO CHANGE




"GO" LINE
"BG" LINE

"BG" LINE

KEY:
CUT / FILL
STRUCTURE

50

40

30

55

56

57

KEY:

CUT / FILL

STRUCTURE

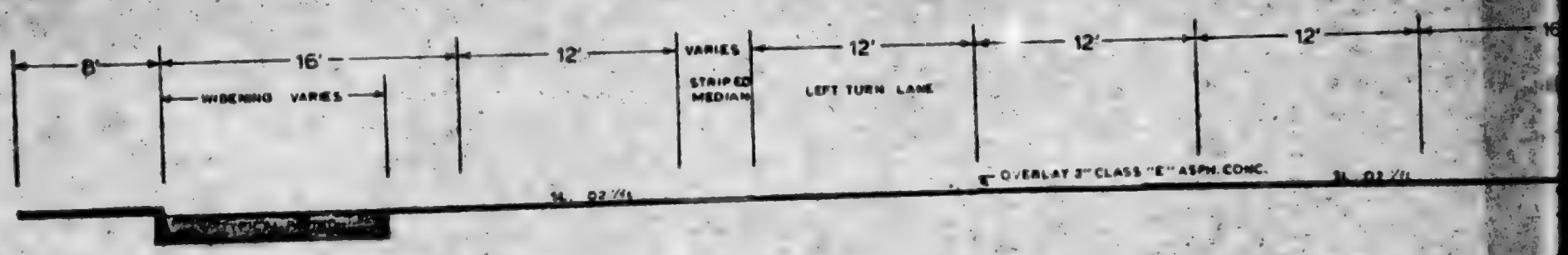
KEY:

TRAVEL AREA.....

NON-TRAVEL AREA....

SIDEWALK.....

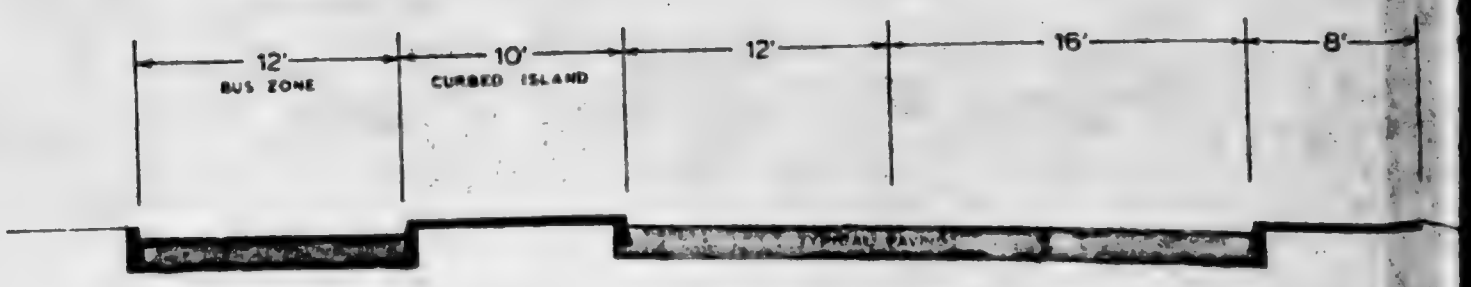
PRELIMINARY COPY
SUBJECT TO CHANGE



EXISTING GOING ST. (WIDENED)

SECTION A-A

"GO" STA. 7+20



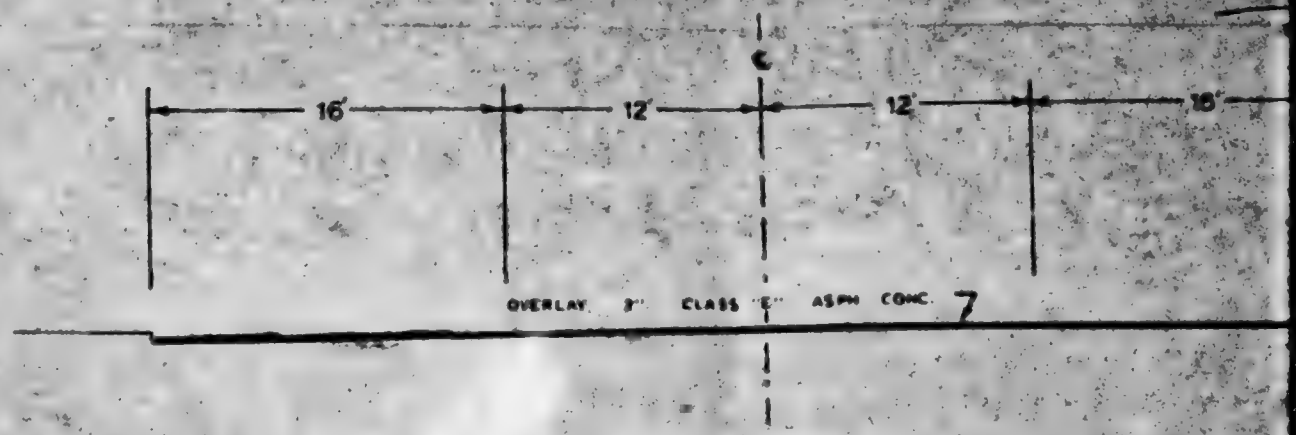
GOING ST. TO BASIN

SECTION B-B

TYPICAL SECTIONS

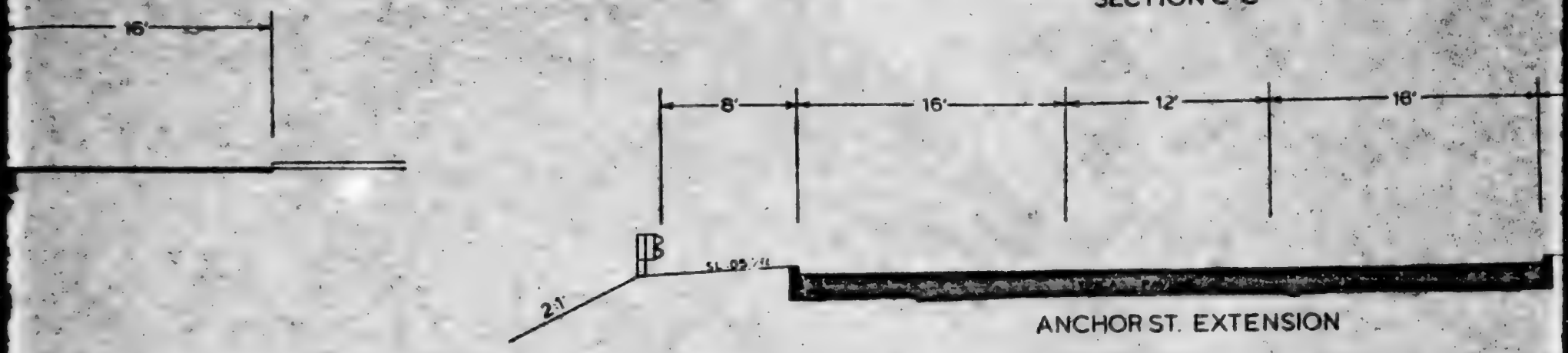
GOING-BASIN INTERCHANGE

ALTERNATE 3-C



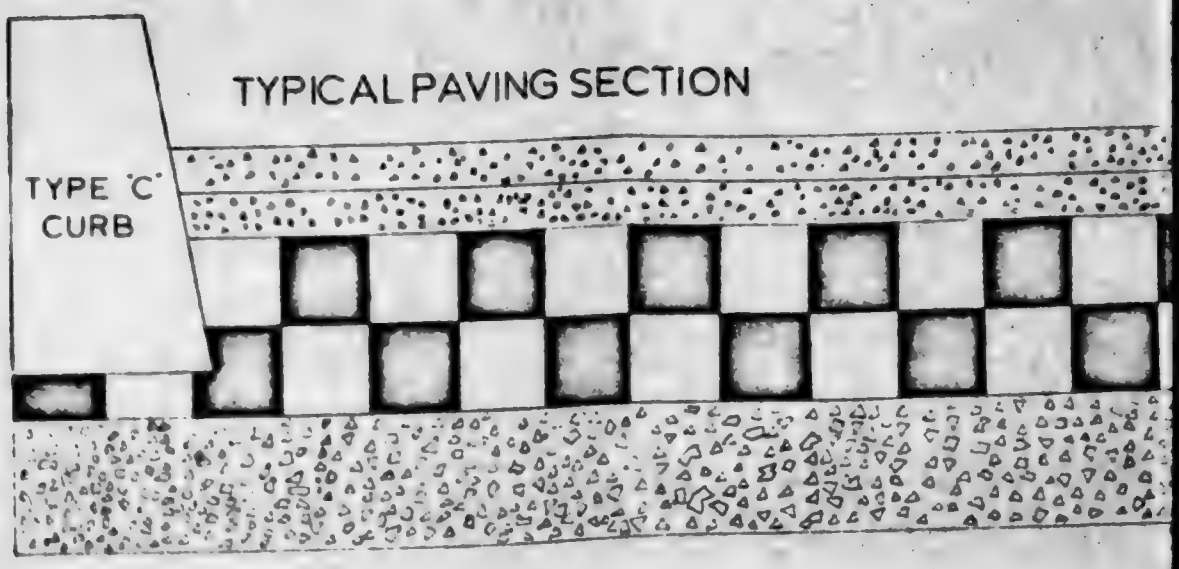
EXISTING BASIN AVE. (RELANED)

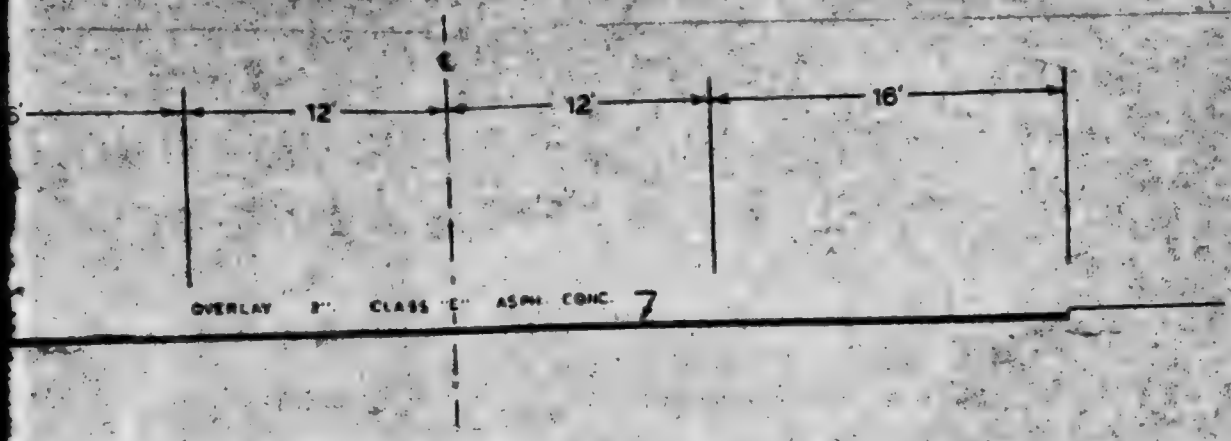
SECTION C-C



ANCHOR ST. EXTENSION

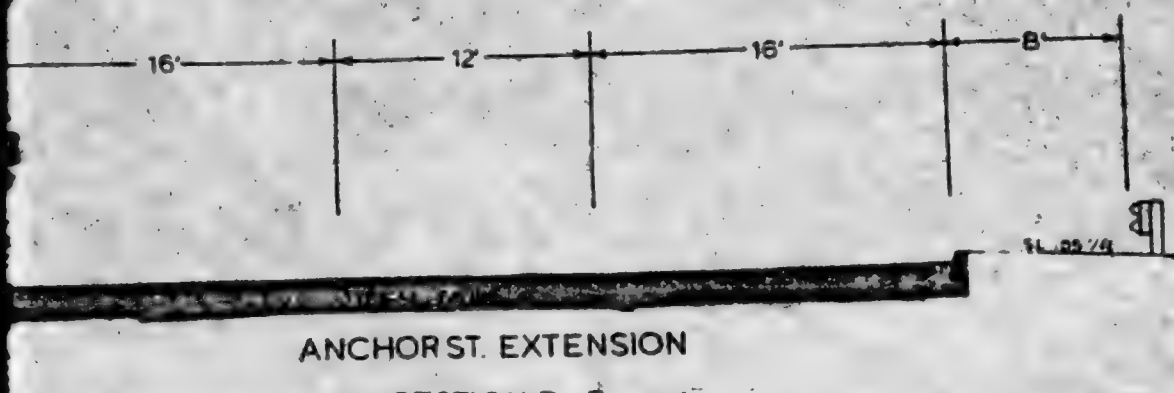
SECTION D-D





EXISTING BASIN AVE. (RELANED)

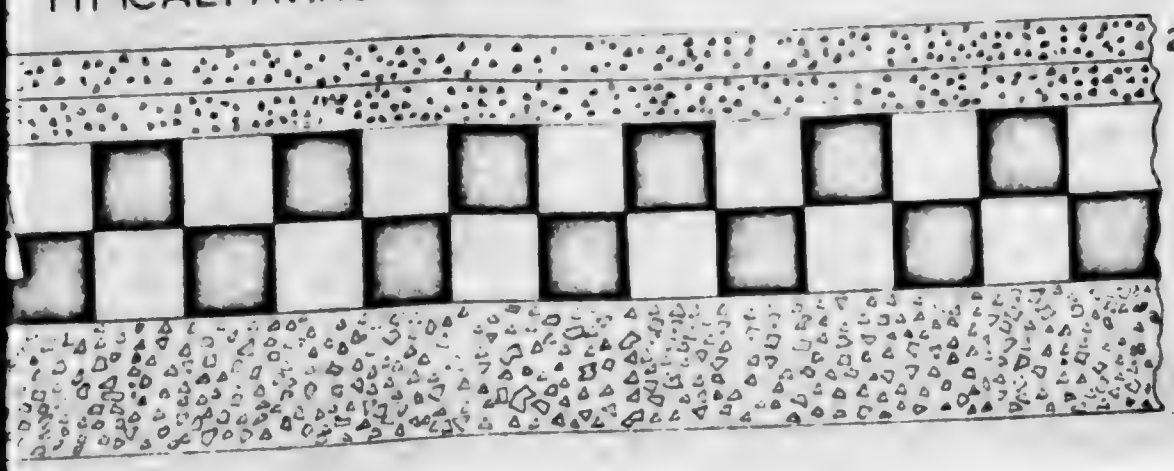
SECTION C-C



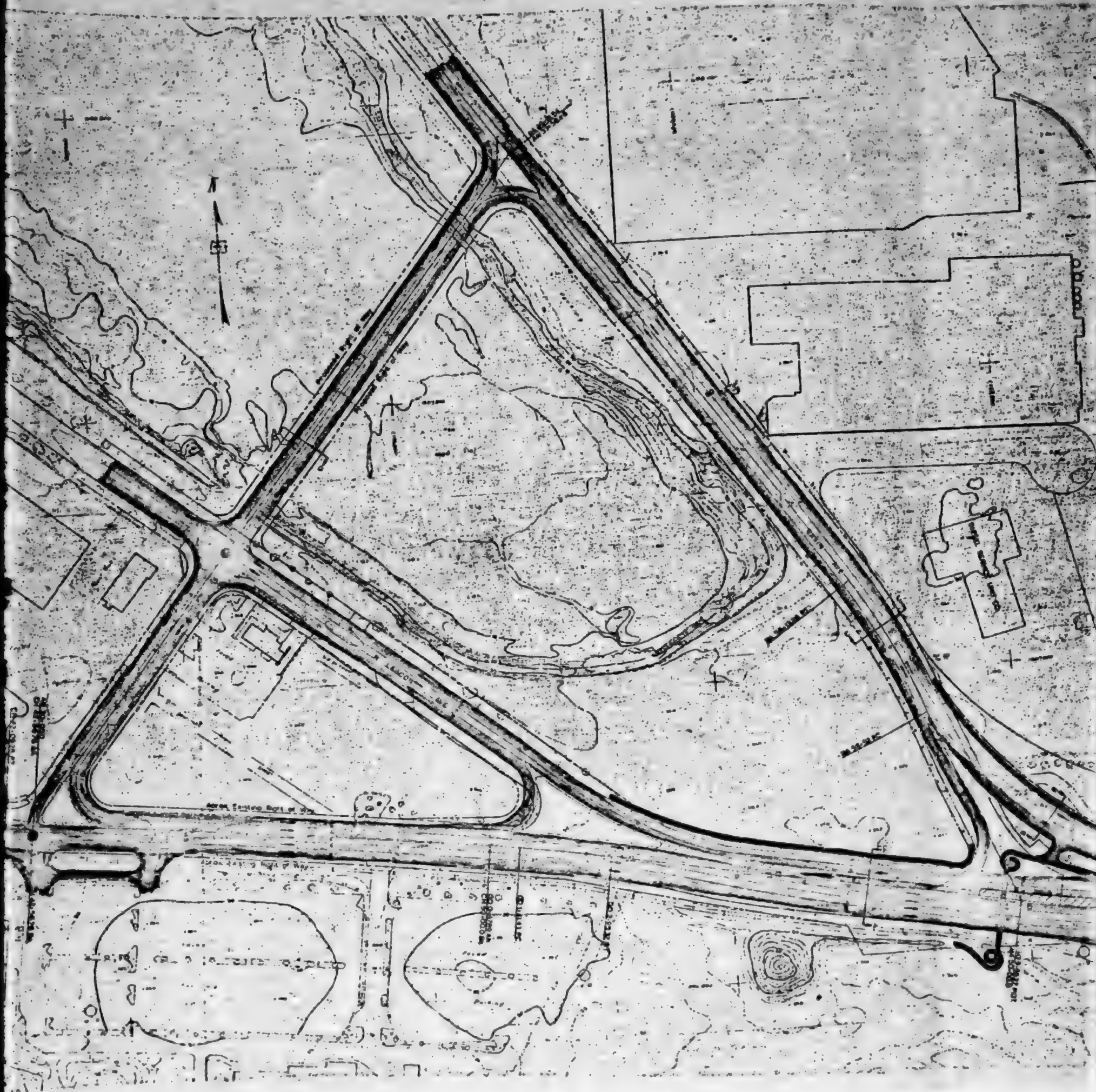
ANCHOR ST. EXTENSION

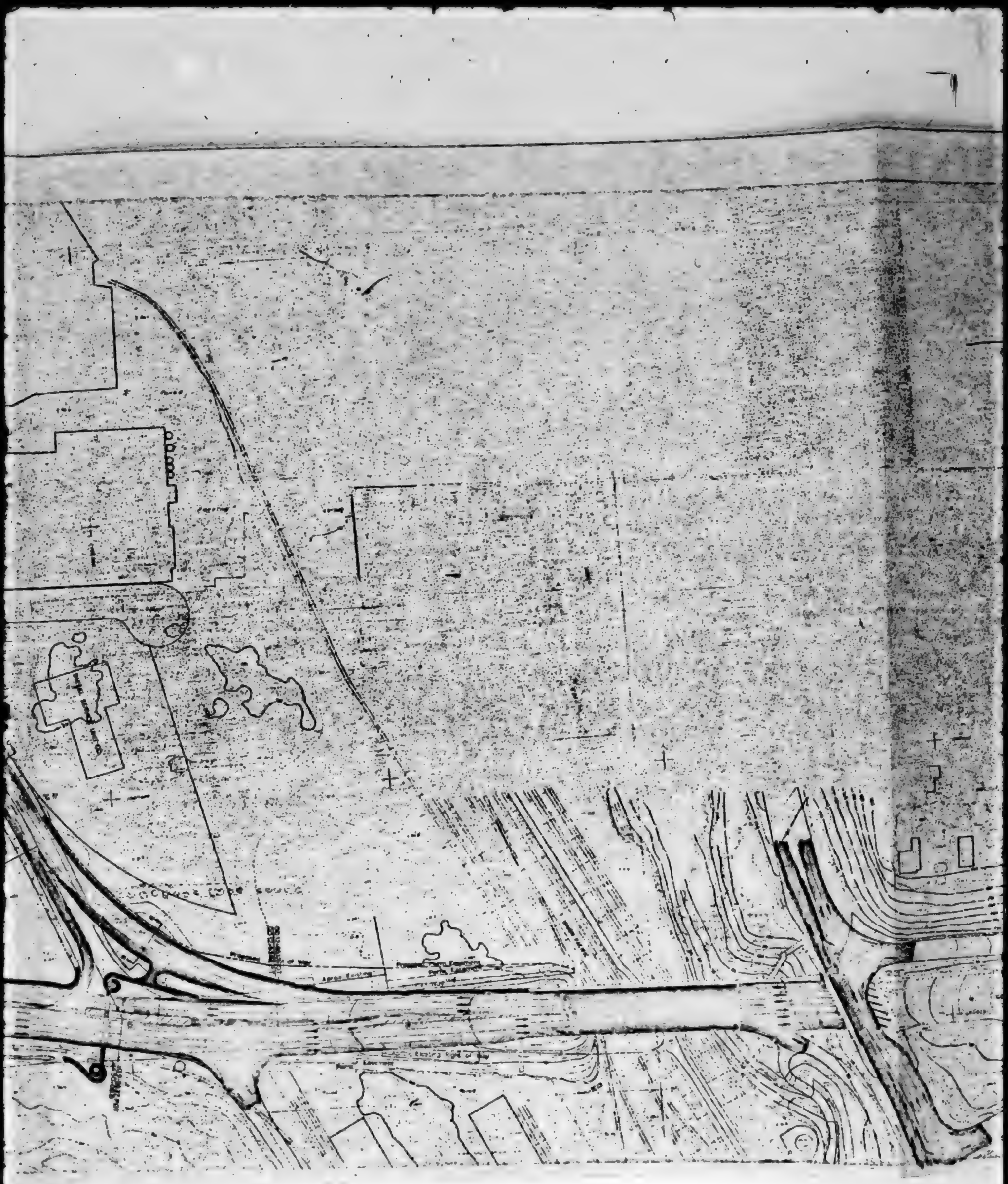
SECTION D-D

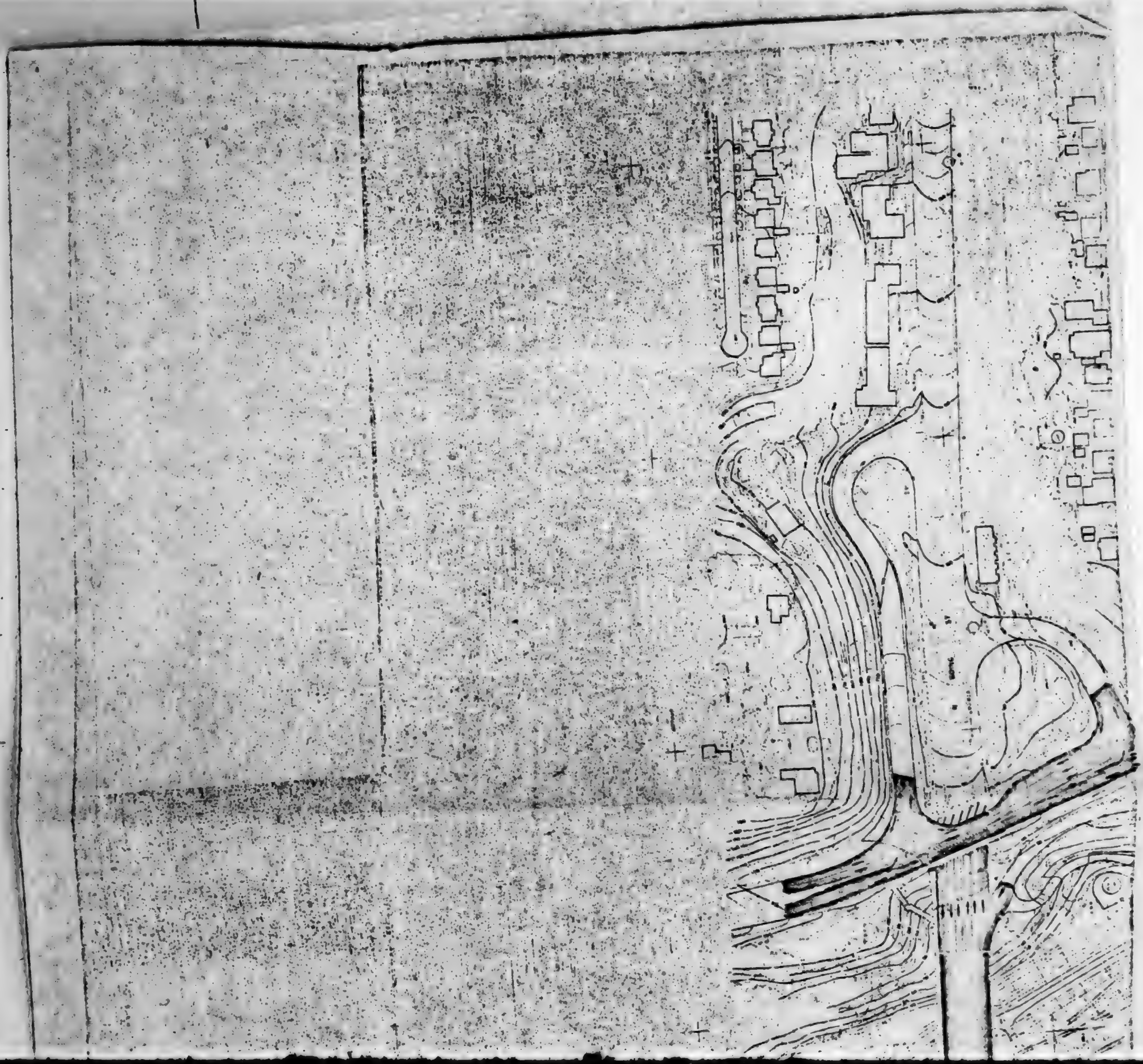
TYPICAL PAVING SECTION



PRELIMINARY COPY
SUBJECT TO CHANGE
GOING ST. – BASIN AVE. INTERCHANGE
ALTERNATE No. 3C
MULTNOMAH COUNTY
KEY:
TRAVEL AREA
NON-TRAVEL AREA
TRAFFIC SIGNAL
STRUCTURE
SIDEWALK







STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: June 2, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Greeley/I-5 Basin Going Project

Met with representatives of FHWA including Mr. Lindberg, Mr. Carter, and Mr. Scott, Washington DC Office; Mr. Cawdrey, Mr. Dykeman, Region Office; Mr. Green, Mr. Valeck, Division Office; ODOT Representatives Fred Klaboe, Hal Versteeg, Adrian Olson, John Hanks, Tom Schwab; City Representatives, Doug Wright, Steve Dotterrer; Port Representative Ken Johnson; Tri-Met Representatives Mike Kite on May 25.

Packets were handed out to Green, Cawdrey and Lindberg which included the typewritten presentation, the Task Force, City, and Port resolutions relative to the joint approach to the Swan Island transportation effort, a draft of the Tri-Met transit proposal for implementation of additional transit service to the island subject to approval of the Tri-Met board at their June meeting, and the City's HCD proposal approved by the President and preliminary noise mitigation study report for Going Street.

I presented the attached briefing (did not follow the script but hit the basic items).

The specific request made was the approval of the Federal Highway Administration to proceed with the development of the Greeley Ramp Project final environmental impact statement, and to proceed with a TSM program for Interstate 5 with a purpose of balancing the existing system and developing control strategies to maintain and operate I-5 at an acceptable level.

Lindberg indicated that it was obvious that the jurisdictions involved with the project had responded aggressively to Mr. Green's letter of April 24.

He indicated that a work plan should be developed to establish the problems, what we intend to do, and a schedule for proceeding with the TSM project on I-5.

He indicated that this work plan would be independent from the Greeley/I-5 Basin/Going Projects. He indicated that the TSM project I-5 work plan would not be part of the final environmental impact statement.

Lindberg indicated that FAI funding for the Greeley ramp would only be available under the provisions of a safety project or an HOV lane project.

NOTED
F. B. KLABOE

61-125-1397

He indicated that a study should be made of the practical use of a high occupancy vehicle metering system on the ramp. He also indicated that the ramps could proceed, however without the HOV lane consideration. He indicated that the HOV's could be either 2 or 3 carpools.

The indication was that the use of buses and carpools as an alternative on the ramp could be developed and included in the final environmental impact statement but was not necessary.

Discussion pursued, the three issues: (1) the Greeley/I-5 project final environmental impact statement, (2) the additional access - both of these decisions which would come at design approval and (3) Federal Aid Interstate Funding which would be based upon design standards.

Lindberg indicated that with transmittal of an implementation plan, not necessarily with typical sections or specifics, and a rough schedule for moving ahead with a TSM project FHWA would approve the completion of the final impact statement.

Lindberg indicated that the TSM project - Ramp Metering, etc. would be applicable for Federal Aid Interstate funding.

Discussion pursued, ramp metering. It was indicated that one or two locations for ramp metering would be acceptable. Green recommended that an I-5 Task Force be established to follow through with the I-5 TSM Project.

A work plan is needed to proceed with the TSM project as well as the work plan for completion of the Greeley/I-5 project and submitted to FHWA as soon as possible.

lh

RECEIVED
DOT OPERATIONS
JUN 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

938

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director for Operations

DATE: May 8, 1978

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Greeley Avenue Connection to I-5
and Basin Avenue-Going Street Interchange

The Greeley Avenue project was proposed to provide access for northbound I-5 traffic at or near the Fremont Bridge to the Swan Island industrial area. The Going Street project was proposed to increase capacity for traffic entering and leaving the Swan Island area. The Greeley Ramp Study indicated that construction of the ramps would increase already existing congestion on I-5. Also, no improvements to Going Street traffic problems were anticipated. Because of this, FHWA directed that we suspend this study until the matter could be more completely addressed.

The City supports controlled development of Swan Island. Improvements to access routes to the industrial area would also be controlled in order to control noise and congestion along Going Street. Mayor Goldschmidt appealed to William Cox, U. S. Department of Transportation, to allow the continuation of the access study. Our information is that Mr. Cox indicated that if the ramps were made HOV lanes during peak traffic periods, the access could be approved. This is apparently an administrative decision on the part of Mr. Cox. There are no specific regulations or laws which would allow HOV access over any other type of access. Some regulations contained in FHPM 4.4.5 and referred to in Section 135 (b) of Title 23 concern transit related and car pool lanes, but no specific mention of HOV lanes connecting to an interstate freeway.

The FHWA has allowed us to use the current Interstate Cost Estimate Project to conduct a feasibility study that would investigate these matters. If the initial study indicates the need for a more complete project, we will prepare a new project request to the FHWA.

NOTED
D. KLABOE

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DOT OPERATIONS
MAY 08 '78
REFER TO
FOR
Info | Inves | R/D | D/R | sign | act | File

DES/a
cc R. N. Bothman

81-125-1367

9380

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 NE MULTNOMAH ST SUITE 1692
PORTLAND OREGON 97232

RECEIVED
REGIONAL SECRETARY
MAR 14 '78
REFER TO
cy Cotter
DOH
SEC | SOL | INT | ES | IWS | APT | LIA

April 10, 1978

ER-78/181

Mr. Glen L. Green
Division Administrator
Federal Highway Admistration
477 Cottage Street, NE
Salem, Oregon 97308

4-18

NOTED
E. S. HUNTER

Dear Mr. Green:

This responds to a February 13, 1978, request from the Oregon Department of Transportation for Department of the Interior comments on the following draft environmental impact statement: Swan Island Transportation Access (Basin/North Going and Greeley/I-5 Projects), Multnomah County, Oregon.

We note that the proposed work would include the intrusion into and the placing of fill in Swan Island Lagoon. Accordintly, our comments do not preclude an additional and separate evaluation by the U. S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U. S. Coast Guard and/or the Corps of Engineers, U. S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement and other authorities. In review of permit applications, the Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

ENVIRONMENTAL SECTION
April 13, 1978

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Glen Green
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Cliff Christianson
Bill Kappus

RECEIVED
APR 11 1978
TELECOM DIVISION

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis
Assistant Counsel

DATE: January ~~26~~ 30, 1978

FROM: C. W. Head
Commission Services

SUBJECT: Dames & Moore

RECEIVED

Attached is an agreement with Dames & Moore, consultant, to prepare a draft environmental impact statement for the Greeley-I-5 and Basin Street-Going Street Project. Please note the insurance documents attached behind the agreement, which expired 1-1-78.

We are attaching a letter from the Metro Office transmitting to us a copy of a certificate of insurance covering this agreement.

Is this insurance satisfactory?

OK
Sr
1-27-78

1-30-78
Ins. attached.
to agree. Miss C v A 6158

fkn

Atts.

81.125.1367

9380

NOTED
E. S. HUNTER

October 5, 1977

RECEIVED
TECHNICAL SERVICES
OCT 5 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Duane Huckell
Dames & Moore
155 N.E. 100th Street
P.O. Box C-25901
Seattle, Washington 98125

RE: Preliminary Noise Report
Swan Island Study

NOTED
J. H. VERSTEEG

Council
#7729

Dear Duane:

We have reviewed the subject study and have discussed the report with the City of Portland, Bureau of Planning. The following is intended to provide you with sufficient guidance so that the report can be completed for integration in the EIS document.

First, as a general note, I am enclosing copies of the East Fremont environmental statement. This document is a good example of the discussion, general level of detail and graphics, that we prefer to see our environmental statements.

Our specific comments are as follows:

1. The impacts are discussed with reference to specific measuring sites and the sites are not referenced with respect to the roadway. Therefore, except in a very general way it is not possible for us to determine what the magnitude of the noise impact is.

We request that the noise impact be discussed in terms of the number of receptors impacted. The structures should be distinguished by type, i.e. residences, businesses, schools in the narrative.

Graphics showing the 65, 70, and 80 dBA L10 levels at a scale similar to that of the Fremont Bridge Access Study (see page 98) should be included.

The City of Portland has requested that houses impacted above the 70 and 65 levels be indicated by coloring in the outline of the structures in a two color scheme or be otherwise distinguished.

2. Mitigation alternatives and their desirability for each impacted area need to be discussed. Again, the Fremont Bridge Access Study is a good guide as to the level of detail we expect in the EIS. See pages 103 and 31. The City of Portland will be responsible for developing the mitigation and therefore would appreciate copies of any backup data, including assumptions, description of measurement sites, distances, property values, computer printouts, etc., which would assist them in determining placement, height, and effectiveness of berms or other suggested mitigation. Additionally, if you have any generalized literature of types of barrier treatments or can refer them to such literature, they would appreciate the suggestions.

3. We request the following additional revisions to the text: The discussion needs to focus on L_{10} levels rather than other parameters. FHWA guidelines state that we may use either L_{10} or L_{eq}, but not both. ODOT works exclusively with L_{10} levels and area reviewers are familiar only with this parameter.

We suggest dropping the discussion of E Category - L_{10} 55 as we address ourselves only to mitigation of exterior L_{10} levels in excess of 70 dBA except in unusual cases such as schools. Graphics on pages 19 thru 25 should be dropped. Tables 9.2-2 and 9.2-3 could be combined to produce easier reference for the reader. This table should also focus on the L_{10} level by listing them first and L_{eq} levels should be eliminated.

If you need clarification of any points raised, please let me know.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:DK:cjh

bc: R. N. Bothman
E. S. Hunter
J. H. Versteeg
Wayne Schulte

9380

L.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING. SALEM, OREGON 97310

October 3, 1977

NOTED
E. S. HUNTER

Dames & Moore
Mr. Miles Athey, Associate
Suite 500, Northgate Executive Center
155 N.E. 100th Street
P.O. Box C-25901
Seattle, Washington 98125

Copy
#9729

RE: Swan Island Study
Contract #6158 - Copy

Dear Mr. Athey:

Persuant to our telephone conversation of this date, this letter is to substitute an item of work in the contract between the State of Oregon and Dames and Moore.

Your firm agrees to conduct the air quality, noise, land use and transportation affects of the new alternative on the project, referred to as the "no-build without the night-time route," at no extra cost to the State.

The State in turn, agrees to delete the requirement of printing 40 copies of the preliminary DEIS, 300 copies of the summary EIS, and 150 copies of the technical appendix by Dames and Moore, and instead will accept camera ready documents, ready for printing, and the state will do the printing. Dames and Moore will still furnish 10 copies of the air quality technical study.

All other provisions of the contract shall remain in full force and effect.

Thank you for your cooperation on this matter.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:cjh
cc: E. S. Hunter
R. N. Bothman
Wayne Schulte

NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SECTION
OCT 3 '77
REFER TO
FOR
Info | Eval | Rev | Sig | Rel | Ret | File

9380

6-24-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9926(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-87

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Adj | File

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 6-24-77

FEDERAL ROUTE NUMBER: FAU-9926

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
"Basin Ave - Going St. (Portland) Section"

GENERAL DESCRIPTION OF WORK:
Consultant Agreement (EIS)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-23-77 I approve the consultant agreement with Dames and Moore effective June 24, 1977 for a total amount not to exceed $116,000 - Federal funds $99,528. An approved copy of the agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-24-77	E. J. Black	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9380

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: V. E. Skoog
Controller

DATE: June 21, 1977

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Pre-award Evaluation Report
Dated June 20, 1977
Dames & Moore

This is a supplemental report to the pre-award evaluation made by Dett Jones on the above date.

A phone call subsequent to the original report concerned Exhibit B-4, "Subconsultant", where it was defined in the original report that the costs should be detailed and the salary be broken down in components of basic rate, overhead and non-labor direct costs, plus fixed fee.

Mr. Miles Athey of Dames & Moore informed me by phone that "Transpo Group" had none of the payroll overhead additives and that the rates shown will be actual costs.

In lieu of the information received it would seem reasonable that if their rates were documented with a statement that there will be no additives, it would be acceptable.

RJH:njc

Attachment

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: June 20, 1977

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Dames & Moore
Basin/Going Streets; Greeley Ave./I-5 ramps

DEFINITION STATEMENT

OSHD Local Government Programs Engineer, requested on June 10, 1977, a review of the proposal submitted by consultant. The referenced project calls for preparation of a draft environmental impact statement (DEIS) for an estimated maximum cost of $120,000.

ANALYSIS

The format and narrative are satisfactory except for one small addition, as follows: section VI C, line 3 (page 12) should read "...three years after final payment by FHWA to State."

A check of the arithmetic indicates no errors.

Exhibit B-1 does raise several questions, namely:

Direct non-salary costs--Item b, Reproduction Expense of $1,835, apparently includes printing of the DEIS. As an economy measure could not OSHD request the printer to bill State directly rather than consultant and thereby avoid payment of Washington State Sales Tax on the printing service? The cost of the printing, when paid directly by our Accounts Payable section would still be charged against the project maximum cost authorization as proposed.

Item g, Equipment Fees, $9,150. is not clear. If the proposed cost is meant to cover rental fees, there is no problem. If, however, purchase of capitalized equipment is anticipated, we must include a clause in the proposal outlining procedures to handle it.

"Not to Exceed" should read $116,000 rather than $120,000. While we are aware that consultant is proposing an estimate of costs, an unallocated contingency as great as $4,700 violates the basic purpose of the careful itemization.

Exhibit B-4, Sub-consultant, should be more specific. If the name (or names) is known it should be stated. His costs should be detailed on the same formula as Dames & Moore. A composite salary rate is a permissable unit of cost, but to be acceptable it should be broken down into components of basic rate, overhead, non-labor direct costs and fixed fee.

CONCLUSION

We suggest the 5 revisions outlined above. Contingent upon their resolution we recommend approval of the proposal.

The budget reference has been inserted as requested.

cc: George Hopkins
R.J. Hacek

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald Wimer
Local Government Programs Engineer

DATE: June 20, 1977

FROM: Vernon E. Skoog VES.
Controller

SUBJECT: Pre-award Evaluation
Dames & Moore
Basin/Going Sts.; Greeley Ave./ I-5 ramps

Please note the attached evaluation report outlining 5 revisions in the proposed agreement.

Contingent upon the resolution of these 5 items we approve the proposal.

cc: D.W. Jones

PROJECT MANAGEMENT
JUN 22 '77
REFER TO:
N Holmes Taa
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RP

81-125-1387

9380

June 23, 1977

Executive Department
240 Cottage Street, NE
Salem, OR 97310

MISC. CONTRACTS and
AGREEMENTS No. 6159

Gentlemen:

Attached are three copies of a consultant agreement with the Highway Division and Dames and Moore for the preparation of the draft environmental impact statement for the Greeley-I-5 and Basin-Going Street Projects.

If you approve this agreement, please sign and return two copies to 121 Transportation Building, Salem, OR 97310. You may retain the third copy for your files.

If you have any questions, you may contact Gary Potter of the Environmental Section, Extension 8486.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Gary Potter

Returned

9380

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 20, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project M-9945(1)
Greeley I-5/Basin-Going St.
Consultant Agreement

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The proposed agreement with Dames and Moore as submitted with Mr. Hopkins' letter of June 10 is approved as to form with one exception. Section XII - Subletting or Assigning of Contracts (Page 18) should read " STATE" rather than CITY/COUNTY.

G. K. Green
G. L. Green

CC:
G.N. Hopkins - ODOT
G.A. Potter - ODOT
C. Laux - ODOT

RECEIVED
STATE HWY ENGR
JUN 21 '77
REFER TO
FOR

orig to Marian Holmes

9380

DIRECTOR'S FILE

June 16, 1977

Mr. Lloyd Anderson
Executive Director
Port of Portland
Box 3529
Portland, OR 97208

Dear Lloyd:

COPY

Thank you for your letter asking for our assistance in keeping the Basin/Going/Greeley/I-5 project on schedule.

I understand that the traffic investigation required by the Federal Highway Administration has been submitted to Washington, D. C., for action.

The consultant, Dames & Moore, who will perform the environmental work will be authorized to begin that phase in about a week and I am advised that they are ready to go.

We are as anxious as you are to expedite this work. Close contact should be maintained between your office and Bob Bothman.

Sincerely,

Robert A. Burco
Director of Transportation

bc F. B. Klaboe
R. N. Bothman
Alan Lightner

FBK:srb fn

Bd staff

June 3, 1977

Robert A. Burco, Director
Department of Transportation
State of Oregon
135 Transportation Building
Salem, OR 97310

Port of Portland

Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151

Dear Bob:

At last December's luncheon meeting Port management and the Oregon Transportation Commission we briefly discussed the need to keep the Basin/Going-Greeley/I-5 ramps project on schedule. We understand that the preliminary traffic figures completed by John Hanks for these projects are quite favorable in terms of the projects' impact on I-5.

We have also been informed that the regional FHWA field office has been asked to review these traffic figures along with the latest Greeley/I-5 ramp designs. It is our understanding that the intent of the review is to make a preliminary judgment as to whether a connection to N. Greeley to I-5 will meet FHWA traffic requirements.

The initial disapproval of the Greeley ramps from the regional FHWA office in 1975 was based upon perceived safety and inefficiency problems. It seems that ODOT traffic figures addresses FHWA's previous concerns. There is a need, also, to continue to look at the "broader considerations" mentioned in Secretary Coleman's May 21, 1976, letter to Mayor Goldschmidt when the City was informed that preliminary engineering for the project was to be approved.

We would appreciate your assistance in keeping the FHWA review on schedule in order to remain consistent with the present draft environmental impact work underway by Dames & Moore.

Please call me if we can be of any assistance.

Sincerely,

Lloyd Anderson
Executive Director

P42E

RECEIVED
JUN 7 1977
OFFICE
DIRECTOR of TRANSPORTATION

offices also in Tokyo,
Chicago, Washington, D.C.

9380

June 10, 1977
June 10, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: G. N. Hopkins
Local Government Programs Engineer

SUBJECT: Consultant Agreement Draft
Greeley-I-5/ Basin-Going St.
Dames and Moore

Transmitted herewith for your review is a suggested draft of an agreement with the consulting firm of Dames and Moore for the preparation of a DEIS for subject project. The proposed fee being in excess of $50,000, we are requesting your approval before entering into the agreement, and a pre-award audit to be performed by OSHD Finance Branch.

The consultant was selected in accord with our approved procedures. Proposals were solicited from 34 firms with eight responding. The proposals were evaluated by a consultant selection committee composed of E. S. Hunter, R. L. Schroeder, L. W. Rulien, G. A. Potter, Wayne Shulte, and Donna Kibler representing OSHD, John Phipps for the City of Portland, and Ken Johnson for the Port of Portland. The committee unanimoulsy recommended the selection of Dames and Moore for agreement negotiation.

cc: G. A. Potter
V. E. Skoog - Pre-award audit, please, and furnish budget information for Executive Department.

MH:dpy

9380

DATE: June 9, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Greeley/I-5 & Basin/Going Street

On the Consent Calendar for your consideration at the June 21 meeting will be an agreement with Dames and Moore for preparation of the Draft Environmental Impact Statement for the Greeley/I-5 & Basin/Going Street projects. An information report concerning consultant services for this study was presented at the March 15 meeting.

The agreement, in the amount of $115,230, will cover a 10-month period. The cost is about $40,000 larger than the cost mentioned earlier because of our need to conduct and analyze an air quality monitoring study as required by the Department of Environmental Quality.

I recommend your approval and request authority to sign the agreement for and on your behalf.

DK:ss ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Frank E. Terpin
L. W. Rulien
V. E. Skoog
Gary Potter
J. H. Versteeg
W. J. Hart
E. L. Hardt
George Bell
Max Klotz

9380

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 9, 1977 Telephone 238-8226

GLEN L. GREEN
Division Administrator
Federal Highway Administration
Postoffice Box 300
Salem, OR 97308

Subject: Swan Island access project
Basin/Going and Greeley/I-5
M-9926 PRMP1; M-9945 PRMP1

Response is made to your letter of March 18, requesting submission of traffic analysis data on selected alternatives for the new access point to the interstate system on I-5 at Greeley Avenue. The attached preliminary traffic analysis prepared for the draft environmental impact statement is submitted for your formal review of the access to I-5.

The attached traffic analysis provides additional detailed information to supplement earlier correspondence. The attached letter, dated April 6, 1976, details earlier response to FHWA concerns.

The project is on the schedule provided to you in March of this year. A consultant has been selected and preparation of the draft environmental impact statement, based on the attached alternatives, will be initiated this month, which will lead to a public hearing in February 1978.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

~~attachments~~

cc: F. B. Klaboe
H. J. Coulter
L. E. George
J. H. Versteeg
G. A. Potter

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MAY 12'77
REFER TO
FOR
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STATE OF OREGON

INTEROFFICE MEMO

326-1987
326-1978

TO: MEMO TO THE FILE

DATE: April 28, 1977

FROM: WAYNE SCHULTE
Project Coordinator

NOTED
E. S. HUNTER

SUBJECT: Basin/Going & Greeley/I-5
FHWA Meeting

Glen Green requested a meeting to discuss traffic implications on I-5 if subject projects are built. The meeting was held in Salem on April 15 with the following persons present: Glen Green, Ernie Valach and Cliff Christianson, FHWA; Bob Bothman, Bud George, Hal Versteeg, Gary Potter, John Hanks, Jim McClure, Donna Kilbur and Wayne Schulte, ODOT.

Wayne Schulte presented a brief description of the three build options being considered at the Greeley/I-5 interchange. Plan 1 includes at-grade ramp connections to Greeley at Interstate Avenue. The on-ramp would connect to I-5 immediately south of the existing ramp from the Fremont Bridge to I-5 south. Off-ramp traffic would exit I-5 about 800 feet north of the existing off-ramp to the Fremont. Plan 2 features a grade separation structure for the on-ramp at the Greeley/Interstate intersection. The on-ramp would connect to I-5 north of the existing Fremont to I-5 south ramp providing additional weave distance. The off-ramp would be the same as in Plan 1. Plan 3 would be the same as Plan 2 with the exception of grade separation structures for both ramps at Greeley/Interstate. Estimated construction costs for the three plans are as follow: 1 = $3,700,000; 2 = $4,700,000, and 3 = $5,600,000.

John Hanks presented a series of maps showing existing peak hour levels of service on I-5 and projections for 1982 and 1990 with and without I-205 and Greeley ramps completed. John's traffic analysis encompassed the I-5 section between Going Street and the Marquam Bridge. Several locations are expected to have level service "E" or "F" whether Greeley ramps are built or not. However, congestion from Going Street through the Fremont Bridge interchange would be relieved with completion of the ramps.

It was mentioned that traffic projections were based on the Port of Portland's generalized plan that envisions Swan Island employment in 1990 of 13,260. With this large increase in employment and the inherent ADT increase, concern was expressed for truck noise on Going Street. Truck traffic to and from the north is expected to remain on Going. About 70% of the truck trips, however, are to and from the south and will use the proposed ramps.

Maps and profiles for alternates 1 and 2 along with traffic data will soon be submitted to the FHWA for further analysis. Alternate No. 3 will not be included as its effect on I-5 would be similar to Alternate 2. The intent of the submittal, requested by the FHWA Division office, is to provide the U.S. Secretary of Transportation with sufficient information so he can approve or disapprove the Greeley ramp connections from a traffic operation standpoint.

81-125-1387

Based on information presented at the meeting, Cliff Christianson felt there was no apparent reason for not building the connections. It was agreed that preparation of the DEIS should proceed on schedule as there is only a slim chance the effort will be nullified.

WS/ldo

cc: E. S. Hunter
J. H. Versteeg
L. E. George
G. A. Potter
Cliff Christianson

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ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

March 24, 1977

GLEN GREEN
Division Administrator
Federal Highway Administration
Postoffice Box 300
Salem, OR 97308

Subject: Swan Island access project
Basin/Going and Greeley/I-5
~~M-9926 PRMP1~~; M-9945 PRMP1

Project development work has been initiated as indicated on the attached project schedule. The schedule indicates the period which has been allocated during January, February, and March to identify and select the alternatives to be evaluated in the DEIS. Traffic and preliminary engineering activities are underway during this period.

The Technical Advisory Committee and Citizens Advisory Committee have been formed and active for the past two months. A wide range of alternatives has been considered and evaluated. The process now is to weed out and delineate the alternatives which meet the objectives of the project as established by those advisory committees.

It is anticipated the Department of Transportation will be prepared to initiate a formal FHWA review in April 1977. In the meantime, we will keep Cliff Christianson aware of the Technical Advisory Committee and Citizens Advisory Committee meetings now being held to develop the alternatives.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment

cc: F. B. Klaboe

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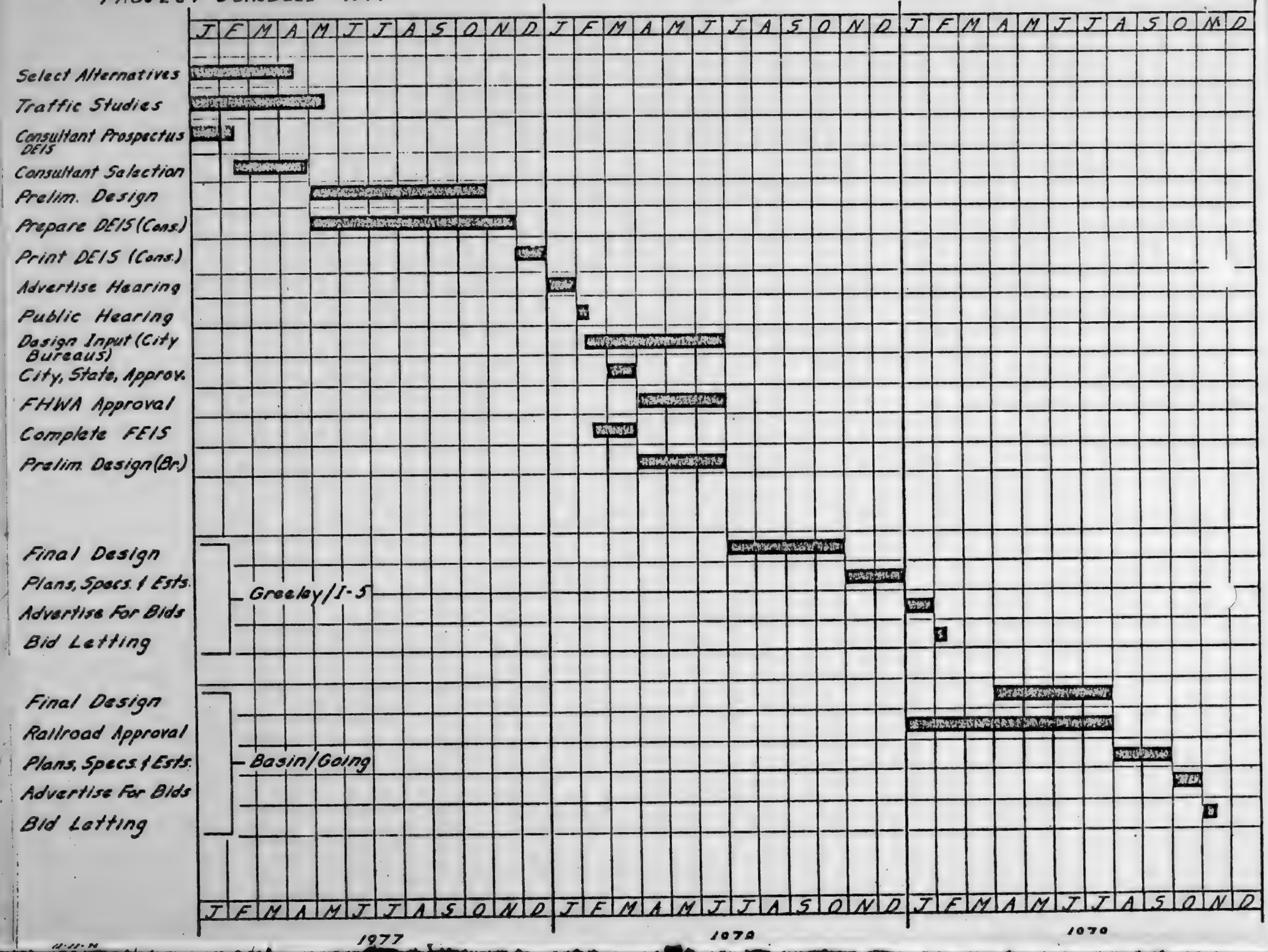
GREELEY/I-5 & BASIN/GOING
PROJECT SCHEDULE 1977



9380 Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March ~~18~~ 22, 1977

In reply refer to: 1041A

SUBJECT: Swan Island Access Projects
Basin/Going and Greeley/I-5
M-9926(1); M-9945(1)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation

Because this project may require an action by the Federal Highway Administrator to add a new access point to the Interstate system, I believe it is desirable to arrange for a formal FHWA review when all apparent feasible alternatives have been identified. Analysis of these alternatives should be advanced to the point that the transportation implications with respect to the Interstate System have been identified and evaluated. I would appreciate a submission that could be reviewed by our other offices.

G.L. Green

NOTED
H. S. COULTER

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H. S. COULTER FOR
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Bothman FOR
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3-22-77
Bob Bothman said he would handle - take care of eye etc.

3-21 by coulter

9380

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67008-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S. W. Sixth Ave., Rm. 411
Portland, Oregon 97204
Attention of Mr. Cowles Mallory
City Engineer

Request No. (assigned by staff engineer or head of section) cc-1708

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $17,850.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on Basin Ave.-Going St. Interchange, FAU 9926. Covered by agreement dated 10/25/76		13,350.00
		To be Retained		$ 4,500.00
		Acct. Ref. PORTLAC 001486 APE		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 17,850.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 326-1978-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9380

STATE OF OREGON

INTEROFFICE MEMO

DATE: February 28, 1977

TO: MEMO TO THE FILE

FROM: WAYNE SCHULTE
Project Coordinator

NOTED
H.S. COULTER

SUBJECT: Basin/Going & Greeley/I-5
Technical Advisory Committee Meeting

On February 16, the technical advisory committee for Basin/Going and Greeley/I-5 projects met at the Metro office. A list of attendees is attached.

The session opened with a discussion of project objectives that had been agreed to by the citizens advisory committee at their recent meeting. Both committees are now in agreement with the objectives which now read:

> Provide for Full Swan Island Development Consistent with the 1975 Swan Island Transportation Study.
>
> Strive for Minimum Adverse Neighborhood Impacts and Roadway Safety.

Donna Kilbur stated the environmental section staff has reviewed the eight month time frame we initially proposed for a consultant's completion of the DEIS. This review was requested by several members of the C.A.C. who felt the document could be completed in less time. It was decided a consultant could conceivably finish the statement in seven months if project alternatives and traffic data are available when the consultant is selected. Preliminary design information should also be available at that time.

John Hanks presented a walk-through of traffic concerns for each of the alternates of the Basin/Going interchange. Reduced size drawings of the various designs had been sent earlier to each of the committee members for their study. After each of the alternates was discussed, a matrix format was used by the committee to evaluate the designs. A copy of the completed matrix is attached.

Due to the severe weave problems anticipated for eastbound traffic on Going Street, east of Basin Avenue, alternates 2, 4 and 5 were removed from further consideration by the committee. In addition, alternate 2 would eliminate a large amount of valuable Port property from future development.

The committee recommended alternates 1, 3 and 6A be taken to the C.A.C. for their consideration. The T.A.C. did not choose to rank the alternatives in order of preference. It was felt that any of the three plans as shown,

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or with minor modifications, could handle the 4500 peak hour, peak direction traffic volume.

John Hanks stated he now has a member of his staff working full time on traffic assignments for the project. Traffic analysis activity on the project was slowed for approximately one month due to the necessity of committing his resources to the Banfield Transitway Project.

Ken Johnson said the Port of Portland is receptive to a one-way system on existing Lagoon and Channel Avenues if beneficial to traffic movements through the interchange. He also indicated the fill at the south end of the lagoon could be built soon if realignment of Lagoon Avenue is necessary. The fill for the extension of Anchor Street would be placed later dependent upon receipt of a permit from the Corp of Engineers.

Wayne Schulte described the three plans being considered for the Greeley/I-5 ramp connection. Plan 1 requires an at-grade intersection for the ramps at Greeley and Interstate Avenue. Vehicles southbound would merge with traffic immediately south of the ramp from the Fremont Bridge. Traffic from the south on I-5 would exit about 800 feet north of the Fremont Bridge on-ramp. Plan 2 differs in that it features a grade separation structure for on-ramp traffic at Interstate Avenue. It also merges on-ramp traffic at I-5 further north than Plan 2 providing greater weave distance. The off-ramp would remain the same as on Plan 2. Plan 3 was requested by the C.A.C. and includes grade separated structures for both the on and off ramps at Interstate Avenue. The ramps would connect to I-5 as on Plan 2.

Estimated cost of the various plans is as follows:

No. 1	$3,700,000
No. 2	$4,700,000
No. 3	$5,600,000

Plans 2 and 3 would require purchasing about $350,000 of additional right-of-way adjacent to Greeley Avenue. The three plans will be taken to the C.A.C. for their comments.

At the first C.A.C. meeting we were requested to contact the FHWA to determine if their was any possibility of funding the Greeley/I-5 ramps with Federal Aid Interstate System monies. Cliff Christianson stated he did not feel there was any chance of funding the ramps under the FAIS program. The city has included the Basin/Going and Greeley/I-5 construction projects in their request to CRAG for Mt. Hood transfer monies. They are in Category 3, and a decision has not been reached by the CRAG board on the issue.

pq

cc: F.B. Klaboe, J.B. Boyd, R.N. Bothman, H.S. Coulter ✔
G.A. Potter, J.H. Versteeg, W.J. Hart

EVALUATIONS OF DESIGN ALTERNATES

Basin/Going Interchange

By Project Technical Advisory Committee
February 16, 1977

	ALTERNATE					
	1	2	3	4	5	6A
No. of Traffic Signals	1	Severe weave and land use problems removed this plan from further consideration	1-2	East bound traffic weaves were deemed so severe as to rule this plan from further study	East bound weave problem. Plan is similar to 6A with exception of one-way street system and weave distance	0
Swan Island Access	B		B			B
Weave Conflicts	C		B			C+
Roadway Grades	C		A			B
Land Use	B		B			C
*Cost	3.3		0.8-1.0			2.2
Traffic Handling	C		B			B+
Transit Handling	B		C			B
Railroad Access	D		D			D
Ports of Call Access	B		C			D
Noise	D		A			C

*In millions of dollars

1380

326-1978
326-1987

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: February 15, 1977

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Basin/Going and Greeley/I-5
Citizen Advisory Committee Meeting

The first citizens advisory committee meeting for subject project was held on February 4 at the Water Services Building. Those in attendance are listed on the attached sheet.

The committee is comprised of members of the Swan Island Task Force and other representatives from businesses and neighborhood organizations in the vicinity of the projects. Commissioner Connie McCready chaired most of the meeting. She then asked if any of the members would like to nominate a chairman to replace her since she felt it inadvisable for a city commissioner to head the CAC. Hearing no nominations, the Commissioner appointed Bruce Bosch. This selection met with committee approval.

The meeting opened with a brief report on the project status by Bob Bothman and a review of the technical advisory committee meeting minutes of January 12.

Si Stanich questioned the 4500 peak hour, peak direction traffic volume mentioned in the minutes. He was concerned the Basin/Going interchange might be designed to handle a much higher volume than this and that traffic through neighborhoods would also be greatly increased. The consensus of the group was that other constraints on Going Street, east of the project, would limit traffic volumes through the neighborhoods. The 4500 volume is included in criteria for the project but the final design of the interchange will probably not reflect that precise figure.

The TAC minutes also included a statement that the traffic analysis for the project extend southerly on I-5 to the Marquam Bridge. Some of the CAC members felt extending the traffic studies so far from the actual project limits might jeopardize approval of the Greeley/I-5 ramps. Donna Kilbur said the Marquam Bridge area was a reasonable cut-off point and that a traffic study of this magnitude will ensure compliance with federal requirements.

Glen Odell felt the eight month period in the project schedule for preparation of the draft environmental impact statement could be shortened. Donna Kilbur has pursued this with the environmental section staff and it is their opinion the DEIS could be completed in about four months if all necessary data (selected alternates, traffic studies, preliminary design) is readily available to the consultant.

81-125-1387

The project objectives were discussed and resulted in changing these to read:

1. Provide for Full Swan Island Development Consistent with the 1975 Swan Island Transportation Study

2. Strive for Minimum Adverse Neighborhood Impacts

Wayne Schulte presented maps of the two alternatives for the Greeley/I-5 ramps and the six options for the Basin/Going interchange. The committee preferred a modified version of the grade separated plan shown for the Greeley/I-5 ramps. The plan displayed would have required a structure over Interstate Avenue to serve on-ramp traffic destined for I-5 south. The committee's choice would also include a structure over Interstate for the I-5 off-ramp traffic.

Our preliminary design office is currently studying the feasibility of this plan and will have information available for our next CAC meeting. They will also investigate the possibility of acquiring Federal Aid Interstate System monies to finance the Greeley/I-5 project instead of the anticipated Federal Aid Urban System funds. No local match is required for construction under the Interstate System financing.

No indication of a preferred design for the Basin/Going interchange was received from the committee. It was decided that reduced size drawings of the alternates should be sent to members for review prior to the next CAC meeting scheduled for February 18 at 2:00 p.m. The mailings have been completed and it is expected that members' design preferences will be aired at that time.

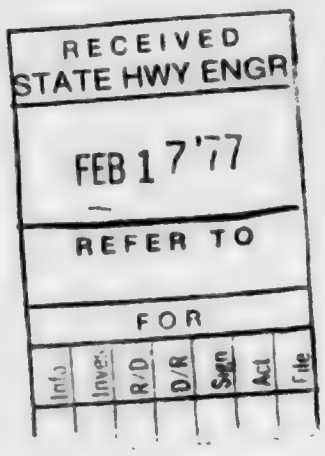
Many access improvements to Swan Island have been studied through the years. The committee feels a brief description of these options and why they were not recommended should be included in the history portion of the environmental impact statement.

It was suggested that a representative from Bess Kaiser hospital be invited to attend the next meeting. Bruce Bosch will contact the hospital and provide me with the necessary information.

WS/ldo

Attachment

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
R. N. Bothman
L. E. George
J. H. Versteeg
CAC Members



9380

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8244

February 9, 1977

LETTER TO TECHNICAL ADVISORY COMMITTEE

Subject: Basin/Going and Greeley/I-5

It was suggested at our previous technical advisory committee meeting that the Highway Division staff eliminate several of the eleven design options being studied for the Basin/Going interchange. We have completed this assignment and have attached copies of six options we feel warrant further study.

The options will be discussed at a technical advisory committee meeting scheduled for Wednesday, February 16, at 1:30 p.m. at the Metro office. We would like each of you to study the drawings and be prepared to further reduce the alternatives to one or two. It should be noted that several of the drawings do not show a connection to the rail yards area on the south side of the Basin/Going interchange. Assume in your analysis that a connection would be necessary under all plans.

At the meeting, we will also discuss a Greeley/I-5 design alternative which has been suggested by the project citizen advisory committee. It involves grade separating both ramps at the Greeley-Interstate Avenue intersection.

Wayne Schulte

WAYNE SCHULTE
Project Coordinator

WS/ldo

Attachments

cc: Rena Cusma, Dir. of Env. Services - Multnomah County

Courtesy Copy: Mayor Neil Goldschmidt
Commissioner Connie McCready

bcc: F. B. Klaboe ✓
H. S. Coulter
G. A. Potter
J. H. Versteeg
J. B. Boyd
W. J. Hart
R. N. Bothman

NOTED
F. B. KLABOE

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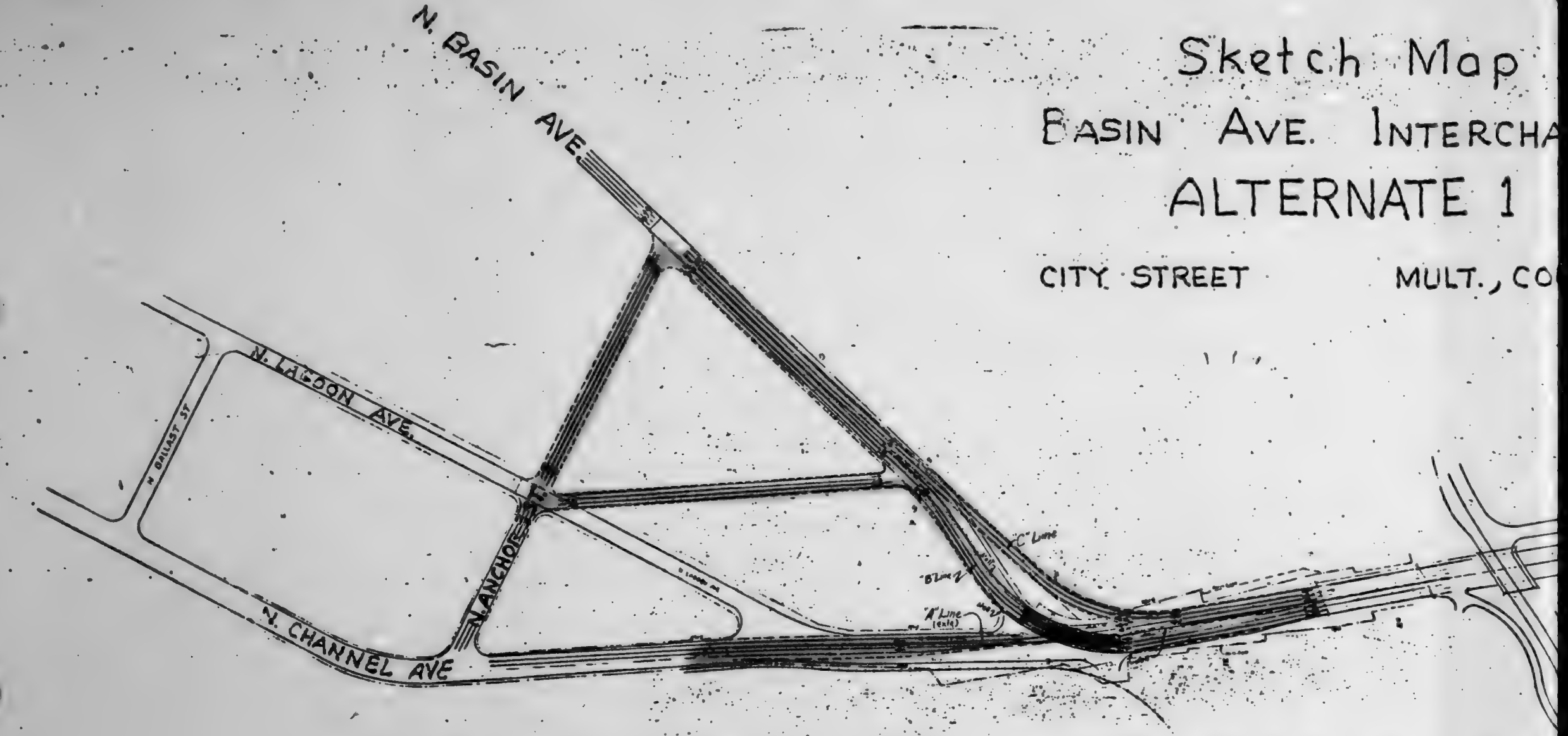
Sketch Map

BASIN AVE. INTERCHA

ALTERNATE 1

CITY STREET MULT., CO



Eastbound On Ramp From Channel Ave.
Not Physically Possible Unless Structures
To The East Are Widened.

Est Cost - $3,300,000

Sketch Map

BASIN AVE. INTERCHANGE

ALTERNATE 1

CITY STREET MULT., COUNTY

Est. Cost - $3,300,000

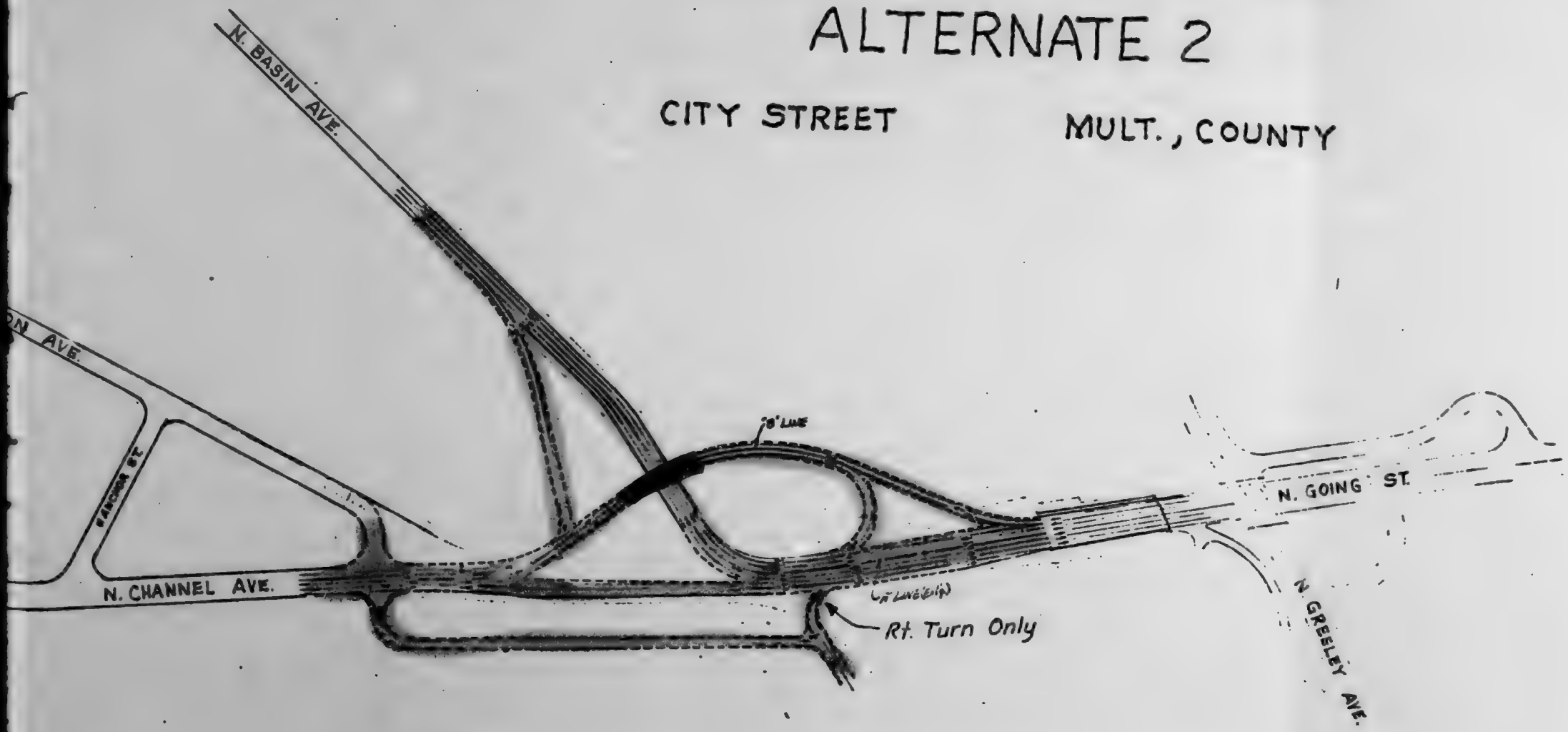
Sketch Map
BASIN AVE. INTERCHANGE
ALTERNATE 2

CITY STREET MULT., COUNTY

Est. Cost - $1,600,000

Sketch Map
BASIN AVE. INTERCHANGE
ALTERNATE 2

CITY STREET MULT., COUNTY



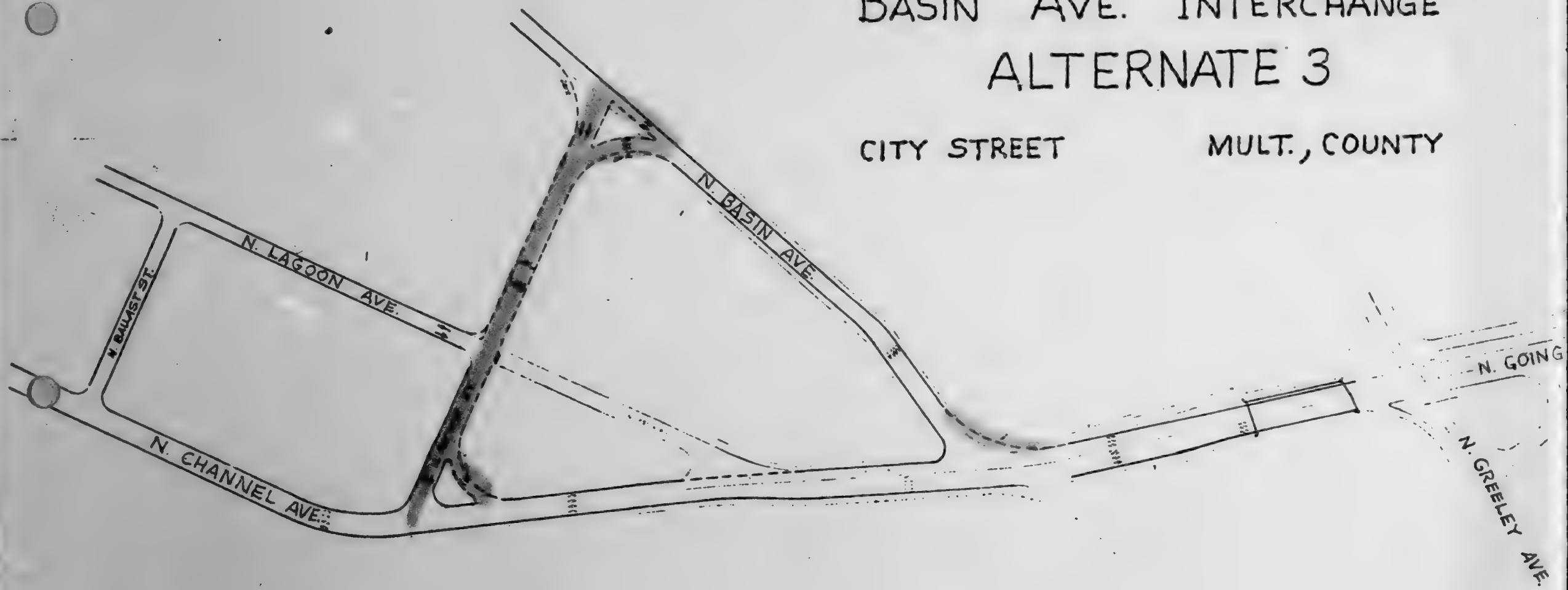
Est. Cost - $1,600,000

Sketch Map

BASIN AVE. INTERCHANGE

ALTERNATE 3

CITY STREET — MULT., COUNTY



Est. Cost - $820,000

Sketch Map

BASIN AVE. INTERCHANGE

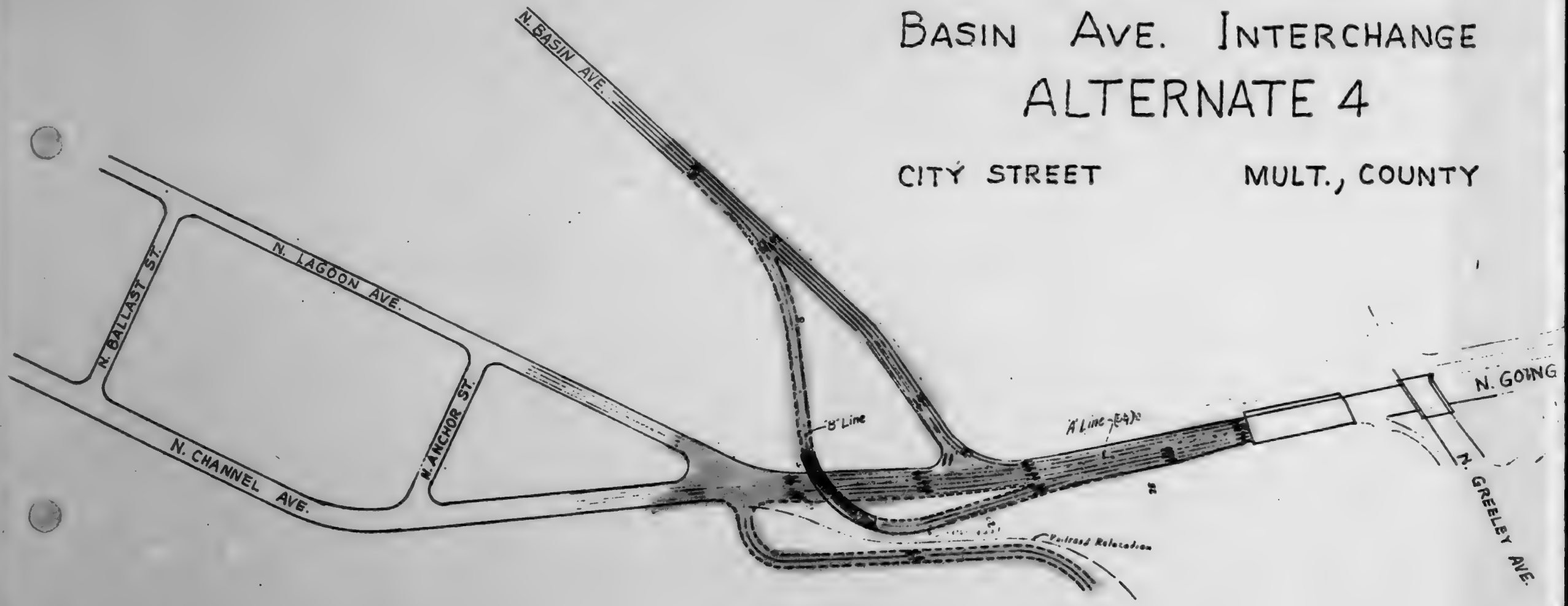
ALTERNATE 3

CITY STREET — MULT., COUNTY

Est. Cost - $820,000

Sketch Map
BASIN AVE. INTERCHANGE
ALTERNATE 4

CITY STREET MULT., COUNTY



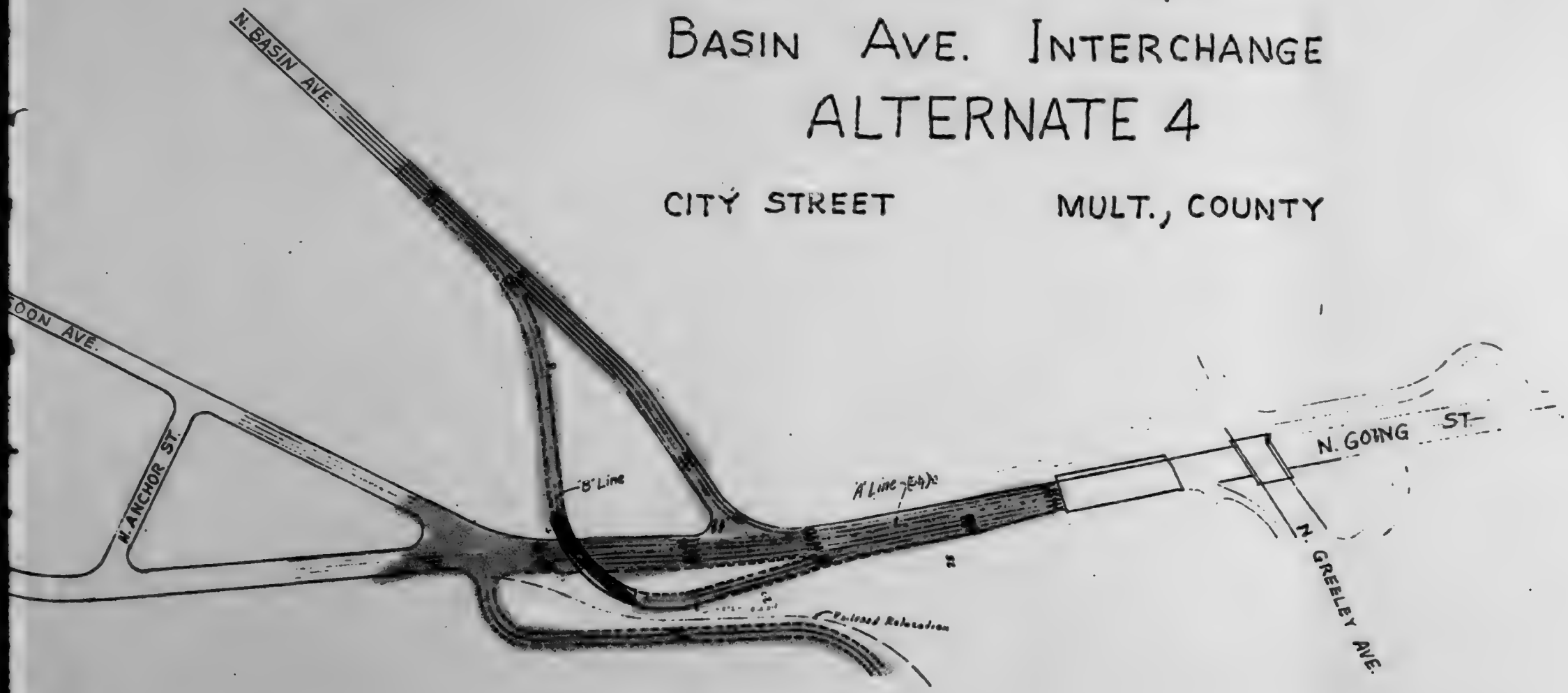
Est Cost - $1,620,000

Sketch Map

BASIN AVE. INTERCHANGE

ALTERNATE 4

CITY STREET MULT., COUNTY



Est Cost - $1,620,000

Sketch Map

BASIN AVE. INTERCHANGE

ALTERNATE 5

CITY STREET MULT., COUNTY

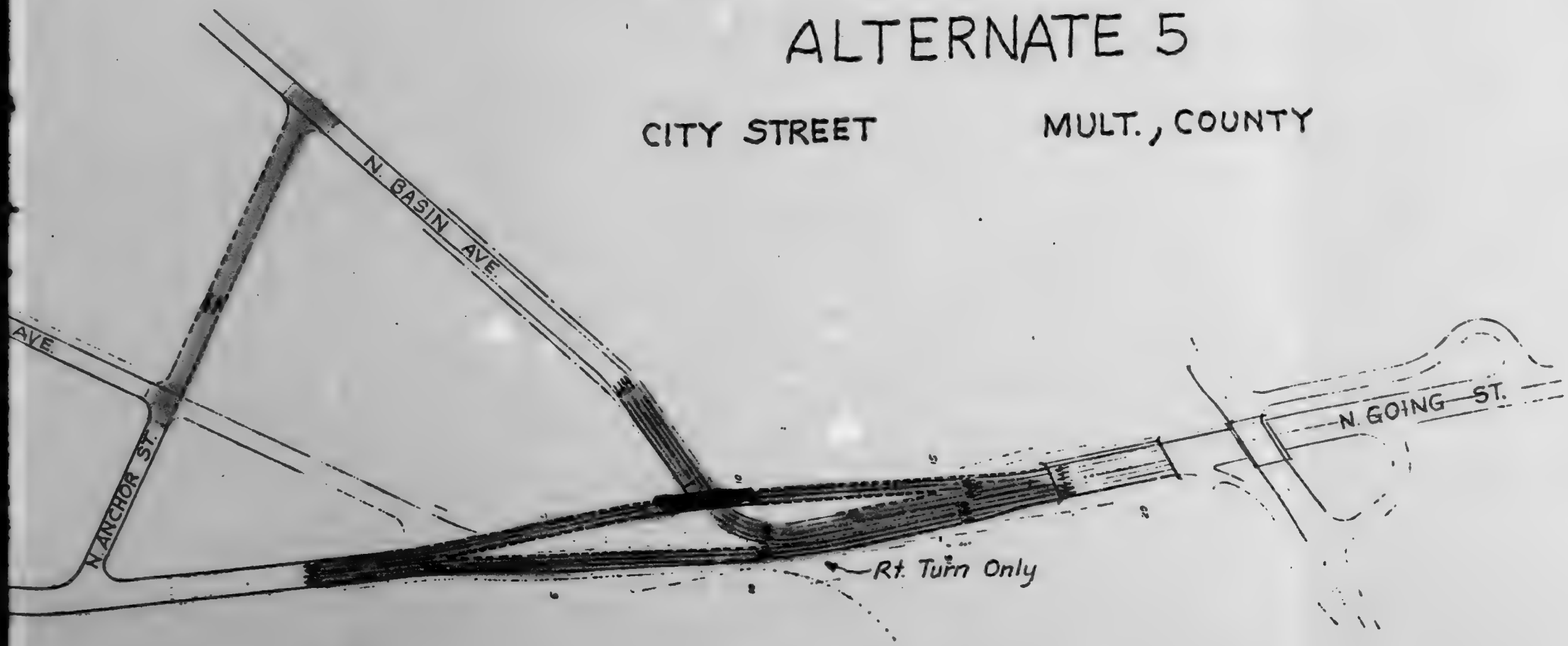
Est. Cost - $1,830,000

Sketch Map

BASIN AVE. INTERCHANGE

ALTERNATE 5

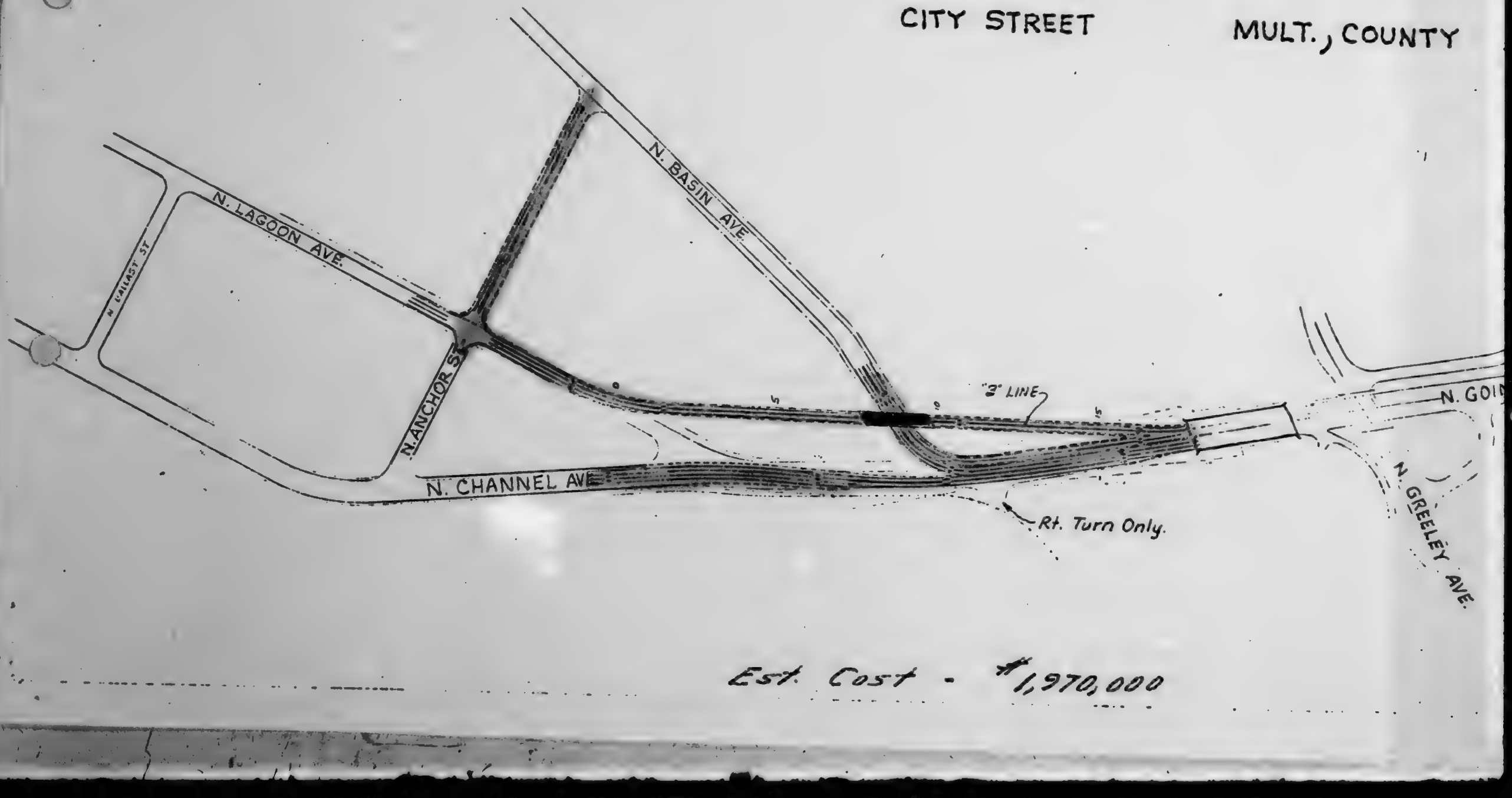
CITY STREET MULT., COUNTY



Est. Cost - $1,830,000

Sketch Map
BASIN AVE. INTERCHANGE
ALTERNATE 6

CITY STREET MULT., COUNTY



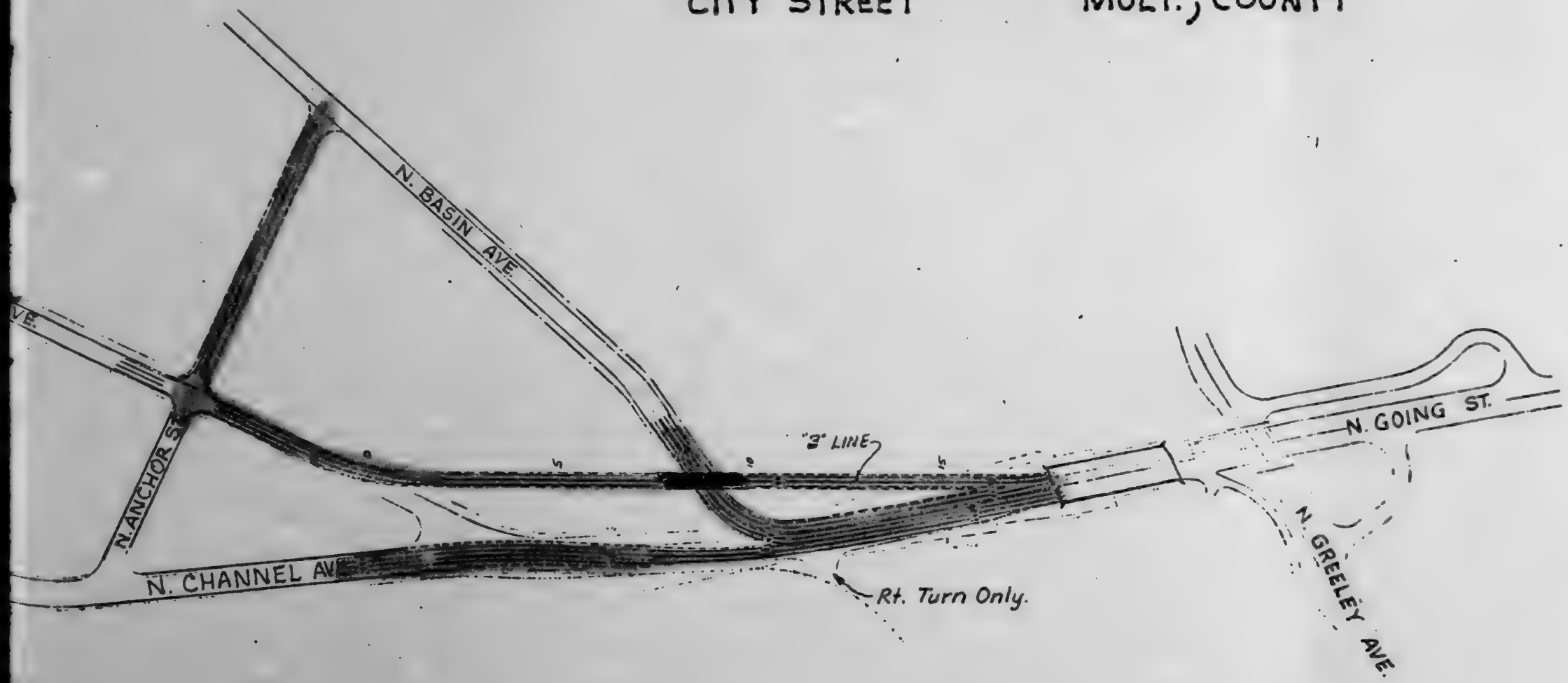
Est. Cost - $1,970,000

Sketch Map

BASIN AVE. INTERCHANGE

ALTERNATE 6

CITY STREET MULT., COUNTY



Est. Cost - $1,970,000

9380

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

January 17, 1977

FILE: 326-1978
326-1987

Wayne Schulte

FROM: WAYNE SCHULTE
Project Coordinator

SUBJECT: Greeley/I-5 - Basin/Going
Technical Advisory Committee Meeting
January 12, 1977

TO: MEMO TO THE FILE

cc Rubin

The technical advisory committee for subject projects met at the Metro office on Wednesday, January 12. Members in attendance are listed on attached sheet.

The meeting began with a discussion of the revised project development schedule. It had been changed after reviewing with various section heads from Salem on Tuesday. The design hearing is now anticipated for February, 1978. Bid letting for the Greeley/I-5 project is expected in February, 1979, and for Basin/Going in November, 1979.

Originally, only the air, noise and economic study portions of the environmental impact statement were to be performed by a consultant. At the request of Gary Potter, the consultant role will be expanded to include virtually all EIS work, with the exception of traffic analysis and selection of alternatives. Those efforts must be completed prior to the selection of a consultant in April, 1977.

It was questioned if the consultant would require eight months to complete work on the DEIS as shown on the project schedule. A discussion with Potter after the meeting indicated this time frame is reasonable.

The preliminary list of project objectives I had prepared were discussed at length and resulted in a reduction and/or consolidation of objectives. Those which are agreed upon by the TAC are as follows:

1. Provide for Full Swan Island Development Through Better Peak Hour Access.

2. Strive for Auto and Truck Access That Minimizes Neighborhood Adverse Noise/Safety Impacts.

These objectives will be taken to the citizens advisory committee for their concurrence at the scheduled meeting of February 4.

Representation on the TAC was discussed since this was the first meeting of the appointed members. It was suggested that I contact Ron Higbee of Tri-Met to determine his involvement with the committee. Ron stated he would like to continue receiving minutes and agendas of meetings but would not regularly attend. This was the only change from the TAC list presented.

A short amount of time was spent discussing the many options that have been shown for the Basin/Going interchange. No agreement could be reached as to which of the plans should be eliminated from further study due to their impracticality. It was the group's preference the decision be made by the Highway Division staff. They desire copies of the remaining viable options be sent to them for further analysis before the next TAC session. A meeting will be held soon to "weed out" options as requested.

Other items mentioned during the meeting included:

1. A recent request made by Cliff Christianson of the FHWA to extend the project traffic analysis on I-5 southerly to the Marquam Bridge area.

2. If the selected Basin/Going interchange requires filling in portions of the lagoon, the Port would like to apply for permits as soon as possible. Their preliminary talks with Corps of Engineers officials indicated acceptance of the fill proposal. Costs of the fill would be borne by the Port.

3. Tom Neely expressed concern with the large number of traffic movements possible at the Greeley/Interstate Avenue intersection. John Hanks and his traffic staff will be including this intersection in their analysis of the project.

4. Access to the City's maintenance yard at Stanton Street was also discussed since Stanton would be closed under the presented plan.

5. It was questioned whether the Fremont interchange stub ramp from the north to westbound ramp could be utilized. Discussions with our preliminary design office in Salem indicate weave and grade problems would be so severe as to preclude its use for a connection to the Greeley/Interstate intersection.

6. Ken Johnson will meet with City officials to discuss the Basin/Going 4500, peak hour, traffic volume criteria which has been mentioned in a City resolution. He is concerned that wording may be ambiguous enough to erroneously affect the design selection.

Attached is the revised project development schedule dated January 11, 1977.

ldo

Attachments

cc: F. B. Klaboe
H. S. Coulter
G. A. Potter
R. N. Bothman
L. E. George
J. H. Versteeg
TAC Members

RECEIVED
STATE HWY ENGR
JAN 20 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Greeley/I-5 and Basin/Going

Technical Advisory Committee

Meeting January 12, 1977

Metro Office - 9:00 a.m.

John Phipps	City of Portland
Jim McClure	OSHD
Frank Bresnan	OSHD
T. V. Neely	City of Portland Traffic Eng.
Kenneth Johnson	Port of Portland
Laurel Wentworth	City of Portland Planning
John Hanks	OSHD
Cam Gilmour	OSHD
Wayne Schulte	OSHD
Bob Bothman	OSHD

PROJECT SCHEDULE

1977 | 1978 | 1979

J F M A M J J A S O N D | J F M A M J J A S O N D | J F M A M J J A S O N D

- Select Alternatives
- Traffic Studies
- Consultant Prospectus DEIS
- Consultant Selection
- Prelim. Design
- Prepare DEIS (Cons.)
- Print DEIS (Cons.)
- Advertise Hearing
- Public Hearing
- Design Input (City Bureaus)
- City, State, Approv.
- FHWA Approval
- Complete FEIS
- Prelim. Design (Br.)

Greeley/I-5
- Final Design
- Plans, Specs. & Ests.
- Advertise For Bids
- Bid Letting

Basin/Going
- Final Design
- Railroad Approval
- Plans, Specs. & Ests.
- Advertise For Bids
- Bid Letting

J F M A M J J A S O N D | J F M A M J J A S O N D | J F M A M J J A S O N D

1977 | 1978 | 1979

9380

F.+U.S

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

December 17, 1976

Telephone 238-8226

JOHN LANG, Highway Coordinator
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

The City of Portland is hereby authorized to perform engineering work on below listed projects in accordance with project agreements.

Section: Basin Avenue @ Going Street Interchange
FAU Project No.: M-9926(1)
Survey Prefix: 326-1978-903

Section: Greeley Avenue/I-5
FAU Project No.: M-9945(1)
Survey Prefix: 326-1987-903

Approved "Authority for Survey" forms are attached. Please reference your cost records to the proper projects and instruct all City personnel involved to keep clear records of their time and expenses. Failure to do so may result in unnecessary disputes and non-participation by Federal and State funds.

If you anticipate any overruns, please contact R. N. Bothman, Assistant State Highway Engineer, regarding approval of overrun.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

WS/ldo

Attachments

cc: Gary Zehner

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 20 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Form F-39 (Rev. 9-71)

ITEM 71412

Design

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Location Basin Ave.-Going St. Interchange

Highway FAU 0807

County Multnomah

Date November 1, 1976

Authorization No. 1

Survey Prefix 326-1978
(Assigned by Salem office)

Description of termini, route, length, etc.: The termini are the ends or the ramping necessary to construct a grade separated interchange at Basin Avenue and Going Street.

Purpose of survey to perform all necessary engineering work to formulate final construction plans. To prepare all required environmental statements, and to conduct all necessary public meetings and hearings.

Purpose of survey:			
	Field	901	169,000
	City	903	10,000
	Plans	905	15,000
	Bridge	906	8,000
	R/W	909	6,000
	Soils	910	5,000
	Traffic	911	5,000
	Liaison	913	10,000
	Utility	914	2,000
	Location Studies	918	500
	Proj. Mgt.	920	500
Estimate of cost:	Specifications	921	10,000
	Environmental	923	5,000
	Planning	924	2,000
	Foundation Exploration	926	2,000

M-9926(1)
6/11/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 250,000

Previous authorization . . . . . ———

Additional authorization requested . . . . . ———

Additional authorization approved (Salem) . . . ———

Total all authorizations approved (Salem) . . . ———

Requests made by: K. D. Frank
Field Engineer

Recommended for Approval: Richard D. Wolfe
Location Engineer

Recommended for Approval:
Regional Engineer

Approved: E. J. Lundell
Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR. 8-11-76 BEN GIFFORD
FED AID FAUS STATE

9380

9926

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: INT 5

Portland, OR 97213

December 2, 1976

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

TO: L. W. RULIEN
Project Management Engineer

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Lawx
Hacek

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
DEC - 3 '76
ANSWER TO
FOR
Info | Investigate | R/D | Action ✓ | File | Letter

Form E-20 (Rev. 9-71) 9380

DIST. 2
ITEM 71412

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Basin Ave.-Going St. Interchange
Highway FAU 0807
County Multnomah

Date November 1, 1976
Authorization No. 1
Survey Prefix 326-1978 (Assigned by Salem office)

Description of termini, route, length, etc.: The termini are the ends or the ramping necessary to construct a grade separated interchange at Basin Avenue and Going Street.

Purpose of survey to perform all necessary engineering work to formulate final construction plans. To prepare all required environmental statements, and to conduct all necessary public meetings and hearings.

Purpose of survey:

Estimate of cost:

Field	901	169,000
City	903	10,000
Plans	905	15,000
Bridge	906	8,000
R/W	909	6,000
Soils	910	5,000
Traffic	911	5,000
Liaison	913	10,000
Utility	914	2,000
Location Studies	918	500
Proj. Mgt.	920	500
Specifications	921	10,000
Environmental	923	5,000
Planning	924	2,000
Foundation Exploration	926	2,000

M-9926(1)
8/11/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 250,000
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) . .....
Total all authorizations approved (Salem) . . ..

Requests made by: K. D. Swank ..... Field Engineer

Recommended for Approval: Victor D. Wolfe ..... Location Engineer

Recommended for Approval: ..... Regional Engineer

Approved: E. J. Kuntz ..... Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 8-11-76 BEN GIFFORD
FED AID FAUS STATE

9380

October 26, 1976

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and AGREEMENTS No. 5922

Gentlemen:

Attached for your files are two fully executed copies of an agreement for construction of a grade-separated interchange at the intersection of N. Basin Avenue and N. Going Street under the Urban System program.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosures

bc: Don Harwell (agreement attached)

FAUS DIST. 2
ITEM 71412

Form E-39 (Rev. 9-71) 9380

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Basin Ave.-Going St. Interchange
Highway FAU 0807
County Multnomah

Date Sept. 29, 1975
Authorization No. 1
Survey Prefix 326-1978 (Assigned by Salem office)

Description of termini, route, length, etc.: The termini are the ends or the ramping necessary to construct a grade separated interchange at Basin Avenue and Going Street.

Purpose of survey to perform all necessary engineering work to formulate final construction plans. To prepare all required environmental statements, and to conduct all necessary public meetings and hearings.

RECEIVED
COUNTY & CITY SECTION
AUG 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ BE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

M-9926 (1)

Purpose of survey:

Estimate of cost:

Field	901	124,000	~~(City)~~ State
Citizen Participation	902	10,000	(City)
Final Design	905	15,000	State
Bridge	906	18,000	City & State
Prelim Design	907	35,000	" "
R/W	909	6,000	State
Soils	910	5,000	"
Traffic	911	5,000	"
Liaison	913	10,000	"
Utilities	914	2,000	"
Location Studies	918	500	"
Proj. Mgt	920	500	"
Specifications	921	10,000	"
Environmental (EIS)	923	5,000	"
Planning	924	2,000	"
Foundation Exploration	926	2,000	"
		250,000	
		240,000	

Total estimated cost of survey . . . . . $ 240,000
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) . .....
Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: K. D. Frank ..... Field Engineer

Recommended for Approval: ..... Regional Engineer

Recommended for Approval: Richard D. Wolfe ..... Location Engineer

Approved: E. J. Kuntz ..... Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR. 8-11-76
FED. AID FAUS STATE

BEN GIFFORD

9380

FAILS

745
130

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

~~August 16, 1976~~
9-14-76

ME PE PR1 PR2 DE
O.S.H.D. - METRO

AUG 17 1976

FILE T/A

Max Klotz
Planning Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

RE: Greeley to I-5 and Basin/Going Project Agreements

Dear Max:

We have reviewed the subject agreements and request that the following changes be made prior to execution of the agreements by the City.

Greeley to I-5

NO — Contrary to Loc. Agree.

"Things . . . By State", Item 2. Change to read" . . . engineering necessary to prepare and process all environmental impact statements . . . ".

"Things . . . By City, ", Item 1. Omit ". . . prepare the rough draft of any necessary preliminary environmental impact statements for the project and . . . ".

DONE "General Provisions", Item 7. "City shall adopt an ordinance authorizing . . . ".

Basin/Going

DONE "Recitals", Item 5. Change entire paragraph to read "It is proposed that the project will consist of all work necessary to formulate final construction plans for a grade-separated interchange at the intersection of N. Basin Avenue and N. Going Street. The work will include field surveys, environmental statements, public hearings and final design elements."

NO "Things . . . By State", Item 2. Same as Greeley to I-5 comment.

"Things . . . By City", Item 1. Same as Greeley to I-5 comment.

DONE "General Provisions", Item 7. Same as Greeley to I-5 comment.

9-14-76 AGREEMENTS REVISED AND RETURNED TO KLOTZ YES

If you have any questions about the above changes, please call me at 248-4653.

Sincerely,

Glen R. Pierce 248-4643

GLEN R. PIERCE, ASSOCIATE CIVIL ENGINEER
Bureau of Street & Structural Engineering

GRP:jw

NOTE
8-31-76
Mac Klotz
requests necessary changes - return to him for City contact
Dmb

RECEIVED
COUNTY & CITY SECTION
AUG 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ OPE ☑ CE ☒ RE ☐ RPE ☐

9380

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

August 17, 1976

NOTED
H.S. COULTER

WALLY PRIESTLEY, Member
Board of Education
Portland Public Schools
Postoffice Box 3107
Portland, OR 97232

Your letter of August 11 requested information as to use of state property under I-5 and the Fremont Bridge.

The Highway Division has two projects underway--one is to develop a multi-use facility under the West Fremont Bridge, and the other is to provide additional access to Swan Island.

The multi-use facility to fully utilize the properties under the West Fremont Bridge interchange was developed in cooperation with the city of Portland, with actual construction by the Highway Division using federal and state funds. The completed project has been leased to the city who operates it through the Portland Development Commission. It includes use of about 50 per cent of the land area for public use, including walks and landscaping, and 50 per cent leased area.

Subsequent to the development of the multi-use project, the issue of providing additional access to Swan Island developed. A proposal has been advanced, and preliminary engineering initiated to connect Greeley to I-5. This would provide ramps in the general design shown in shaded blue on the attached layout sheet. The areas shaded in yellow amounting to about twelve acres, will be available for development. The area shown in green is currently proposed as abandoned streets. The time frame for development of the Greeley ramp connections is about one year.

In specific response to your questions:

1. There are about twelve acres of land available. The final determination as to how the land can best be used for the public is yet to be made.

2. Structures can be placed on the property. There are restrictions, consisting of limitation of storage of hazardous material; e.g., gasoline, protection from fire damage, and provision for access for maintenance, including access to the colum supporting the facility.

3. The ownership would remain with the state of Oregon. The condition would be a long-term lease with renewable clauses satisfactory to the state and the user. The limitations of the lease are related to the protection and maintenance of the highway facility as explained in No. 2, above.

4. The leases for the developed property under the West Fremont interchange are set at 3¢ per square foot per month; the leases for bare ground under other portions of state facilities in Portland are set at 1¢ per square foot per month.

5. The arrangements for establishing the lease could be completed in three months, subject to final determination of the required right-of-way for the Greeley ramp structures within one year.

If the board of education is interested in pursuing use of this right-of-way, I would be happy to meet with Mr. Kleiner to answer any further questions.

I believe the property under the bridge has potential for use to benefit the community, and certainly use by the school board would fall in that realm.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment

cc: Harold A. Kleiner
F. B. Klaboe
H. S. Coulter
J. B. Boyd
E. L. Hardt

RECEIVED
STATE HWY ENG
AUG 18 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9380

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-11-76

FEDERAL AID PROJECT NO.: -9926(1)

STATE PROJECT NO.: Basin Ave - Going Street

FROM: G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: M-87

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	8-11-76	FAU 9926(1) / City Street

GENERAL LOCATION:

City Street - North Going Street (Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) All phases of preliminary engineering necessary to obtain anapproved EIS at a total estimated cost of $240,000 - Federal funds $205,750.

☒ Program approval (TEC $250,000 - FF $214,300)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-5-76 letter, I approve the subject project for inclusion in the Federal-aid program and you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-76	G. L. Black	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—631-665

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-5-76

FEDERAL-AID PROGRAM DATA

CARD 2

REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
1	City St. N. Going Street (Portland)	ADT	26,000	44,000	96	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
Preliminary Engineering								M-	9926(1

CARD 4

CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Multnomah

NAME OF URBAN AREA: Portland

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9926	City St.	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1448)	(10)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Basin Ave.-Going St. Interchange Section"	0.3	250,000	214,300	17,850	17,850 (City
5					ROW							
5					CONST (CODE)							
					PROJECT TOTALS			0.3	250,000	214,300	17,850	17,850 (City

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	CL

(16) (23) (24) (33)

REMARKS

AUG 11 1976

FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

8-5-76

FEDERAL-AID PROGRAM DATA

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. N. Going Street (Portland)	ADT	26,000	44,000	96	10	Oregon	41	W36	87

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ring								M-	9926(1)			

Urban System

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: 9926 — STATE: City St. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
W			0.3	250,000	214,300	17,850	17,850 (City)	
NST		"Basin Ave.-Going St. Interchange Section"						ROW-80' min.; Access control-Partial; Parking restrictions-Complete.
CL	PROJECT TOTALS		0.3	250,000	214,300	17,850	17,850 (City)	

OVAL DATES

REMARKS

10

N DIVISION

-OVER-

BASIN AVE.-GOING STREET INTERCHANGE
PROJECT NO. M-9926(1)

Existing Facility: Intersection of N. Basin Ave. and N. Going Street controlled by traffic actuated signal. N. Going St. is an 80-foot curbed section with six travel lanes. N. Basin Ave. is a 56-foot curbed section with four travel lanes.

Adjacent Sections: Same as existing.

Project Data: Work under this project consists of preliminary engineering all phases for the proposed future construction of a grade separated interchange at N. Basin Avenue and N. Going St.

Portions of the preliminary engineering will be accomplished by City of Portland forces with review by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring preparation of an Environmental Impact Statement concurred in by FHWA on October 21, 1975 under former project No. M-0870(-).

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated December 23, 1975 and December 9, 1975, respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearing -- Opportunity for a hearing will be offered.
(b) Location/Design-- Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering:	Field Work	$240,000
	P.S. & E. Preparation. .	10,000
	Total.	$250,000

Note: 1) This project is in Congressional District No. 3.
2) This project is included in the revised TIP program approved by CRAG on June 24, 1976.

9380

PRO 6-2

August 5, 1976

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. H-9926(1)

We are submitting program data for one project, Item No. 87, Project No. H-9926(1), "Basin Ave.-Going St. Interchange Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Environmental Impact Statement at an estimated total cost of $240,000 with obligation of $205,750 in Federal funds.

Copies of State Clearinghouse and District 2 Clearinghouse A-95 review approval letters were previously submitted.

CL:bb

Enc.
cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-5-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1 (19)(20)	City St. N. Going Street (Portland) 21 65	ADT	26,000	44,000 (66)	96 (70)(71)(72)	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	Preliminary Engineering 26 62	(63)(65)	(66)(68)	(69)	(70)	(71)	(72)(73)	(74)(75)	M- 14 23	9926(1 7

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Urban System	Multnomah	
	NAME OF URBAN AREA 17-31	ROUTE NO. U	FEDERAL-AID 9926 (32) City St. (36)(37)
	Portland		STATE U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1448)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (70)		
5					PE			0.3	250,000	214,300	17,850	17,850 (City
5					ROW							
5					CONST (CODE)		"Basin Ave.-Going St. Interchange Section"					
							PROJECT TOTALS	0.3	250,000	214,300	17,850	17,850 (City

CARD 1	CODE 1	PREPARED BY CL
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33) REMARKS

FORM PR-1 (REV. 4-61)

8-5-76

FEDERAL-AID PROGRAM DATA

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. N. Going Street (Portland)	ADT	26,000	44,000	96	10	Oregon	41	W36	37

IX (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ring								M-	9926(1)			

Urban System

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO.: U — FEDERAL-AID: 9926 — STATE: City St. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
RW			0.3	250,000	214,300	17,850	17,850 (City)	
CONST		"Basin Ave.-Going St. Interchange Section"						ROW-80' min.; Access control-Partial; Parking restrictions-Complete.
	CL	PROJECT TOTALS	0.3	250,000	214,300	17,850	17,850 (City)	

APPROVAL DATES

REMARKS

-OVER-

BASIN AVE.-GOING STREET INTERCHANGE
PROJECT NO. M-9926(1)

Existing Facility: Intersection of N. Basin Ave. and N. Going Street controlled by traffic actuated signal. N. Going St. is an 80-foot curbed section with six travel lanes. N. Basin Ave. is a 56-foot curbed section with four travel lanes.

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	Total.	$250,000

Note: 1) This project is in Congressional District No. 3.
2) This project is included in the revised TIP program approved by CRAG on June 24, 1976.

9380

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

April 5, 1976

FILE: 74-5

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Swan Island Task Force meeting 4/2/76

TO: MEMO TO THE FILE

Commissioner McCready chaired the first portion of the subject meeting; I chaired the remaining portion of the session.

Commissioner McCready presented a status report of the request for additional ramps at the East Fremont interchange from Greeley Avenue to I-5.

Commissioner McCready then proceeded to develop a plan to exert appropriate pressures to seek approval for the ramps. The Mayor is directing letters to Secretary Coleman; McCready is directing letters to Governor Tieman; Dirker has directed staff letters to the assistant secretary in charge of intergovernmental affairs. Copies of all the above letters are being sent to state congressmen. Additional letters will be sent to the above from the Port of Portland. The neighborhood associations will direct letters to various congressional representatives to gain support for the Greeley ramps. An all-out effort will be made to direct letters to all those in Washington, D. C. involved with the decision, to encourage approval of the authorization for additional ramps to the interstate system at the East Fremont interchange.

Commissioner McCready also reported on the status of the truck route, which at the present time is in the hands of Judge Schwab, pending his review. No further action is contenplated until he rules.

The Port of Portland presented a full analysis, including the attached summary and conclusion statements on the ship repair yard/drydock. A discussion of traffic, noise and transit potential was pursued by Tri-Met and the city representatives. The Port was represented by Commissioner Odell, several staff members, and consultants to the port, in their presentation to the task force.

Indication from several neighborhood representatives is that an additional dock is unacceptable without some alternative for serving the traffic demands than use of Going Street. At this point the only alternative which has been advanced is the Greeley ramp to provide for relief of traffic, both truck and auto, from Going Street.

RECEIVED
ENGINEERING MANAGEMENT
APR - 6 '76
REFER TO:
ROE
Info | Investigate | R/D | Action | File | Letter | Service

ebg

~~attachments~~

cc: F. B. Klaboe
E. S. Hunter
L. W. Rulien
C. T. Christianson

9380

539 A

ROBERT W. STRAUB
GOVERNOR

FEB 5 '76
REFER TO
FOR
info

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 30, 1976

Mr. Gary I. Pullen
Oregon Re-Tinners Company
2712 N. Mississippi Avenue
Portland, OR 97227

Dear Mr. Pullen:

The City of Portland and the Swan Island Task Force have requested the Oregon State Highway Division to develop alternatives for improving access to Swan Island. Future development of Swan Island depends heavily on the development of a suitable access which will mitigate the truck traffic and noise problems on North Going Street.

The Highway Division is developing alternatives for ramp connections to I-5 which will have far less effect on existing properties than that plan which was described in the article in the Oregonian. Mr. Robert Bothman, Assistant State Highway Engineer, will be discussing the matter with you in the very near future.

You can be sure that concerned citizens and affected property owners will be fully apprised of any plans, and requested to participate in their development.

Sincerely,

Governor

RWS:ha

bcc Department of Transportation
F. B. Klaboe - Ext. 6516

NOTED
MARIE STEPHENS

COPY

Oregon Re-tinners Company
2412 N. MISSISSIPPI AVE.
PORTLAND, OREGON 97227
(area code 503-287-7696)

-NEW ADDRESS-
OREGON RE-TINNERS CO.
2712 N. MISSISSIPPI AVE.
PORTLAND, OREGON 97227
(503) 287-7696

January 16, 1976

Mr. Ed Hunter
Assistant State Design Engineer
State Highway Division
Salem, Oregon

Dear Mr. Hunter:

We are inquiring about the recent article in the Oregonian December 28, 1975 stating "Start of I-5 ramps to ease Swan Island traffic at least two years away." We had to learn about this route from the article in the Oregonian.

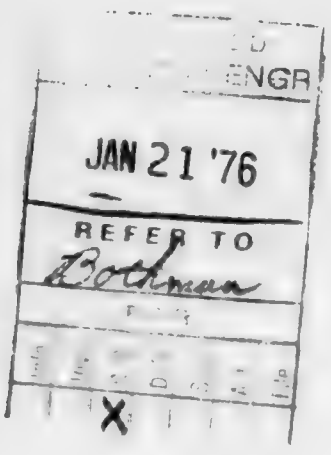
Why weren't any of the seven (7) industrial companies involved in this proposal contacted for committees or hearings? We have been established in this Albina area for over thirty three (33) years.

We have some major decision making problems upon us at this time and now we are having to hold off on them until we can get some definite answeres from the State Highway Department. This delay is going to be very costly to our company at this time.

This proposed ramp involves at least seven (7) businesses and approximately one hundred (100) employees in the depressed Albina area. The above mentioned companies directly effect the economical and sociological status of the Albina area.

I am a member of the East Fremont Citizens Adviser Committee, and this proposed route will have a great impact on our decisions set forth thus far.

We would appreciate an explanation from you by return mail.



Very truly yours,

Gary I. Pullen, Owner
OREGON RE-TINNERS COMPANY

GIP:rh

9380

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Basin Ave - Hoing Street MULTNOMAH

DATE: December 23, 1975

The state has reviewed your project and reached the following conclusions:

12-29-75
cc: G. L. Green, FHWA
P. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
R. E. Etherington CRAG
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
R. N. Bothman
J. D. McClure
Aeronautics Div.

☑ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☑ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7511 2 640

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED STATE HWY ENGR
DEC 30 '75
REFER TO
FOR
Info
Inves
R/D
D/R

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

NOTED
MARIE STEPHENS

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7511 2 640 Return Date: DEC 19 1975

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

RECEIVED
STATE HWY ENGR
DEC 30 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
K

PRELIMINARY ENVIRONMENTAL ASSESSMENT

( ) The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

(✓) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

( ) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - - -

REMARKS

Agency LCDC By Donna Hepp for John Gustafson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
DEC 26 1975
SALEM

PNRS STATE REVIEW

Project #: 7511 2 640 Due Date: DEC 19 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED STATE HWY ENGR DEC 30 '75 REFER TO FOR Info Inves R/D D/R Sign Act

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

K

- - - - - - - - - -

REMARKS (Please type or print legibly)

1. The applicant should make every effort to utilize the established citizen and agency involvement mechanisms as required by state land use goals #1 - Citizen Involvement and #2 - Land Use Planning.

2. The applicant should consider possible negative traffic safety impacts on the approaches to Swan Island and on Swan Island itself which may result from the increased capacity to this intersection, especially at peak hours.

3. The applicant should closely examine the effects of this project on the movement of pedestrians and bicyclists near and on Swan Island to insure that the safety of such non-motorized visitors and patrons is not endangered.

Agency LCDC By: Donna Hupp for John Gustafson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
NOV 25 1975

PNRS STATE REVIEW

Project #: 7511 2 640 Due Date: DEC 19 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED STATE HWY ENGR
DEC 30 '75
REFER TO
FOR
Info
Inves
R/D
Sign
K

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(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project may require an Indirect Source permit - please forward more specific information as available

Agency DEQ By Lynda Wilcox

9380

2.7

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 14, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Ass'n.
of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, Oregon 97201

FROM George N. Hopkins
Project Development Engineer

RECEIVED
STATE H'WY ENGR
NOV 19'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 2
Basin Ave.-Going St.
City of Portland
Multnomah County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be December 19, 1975.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
R. E. Etherington, CRAG
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
R. N. Bothman
J. D. McClure
Aeronautics Div.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: State Highway Division [45]	46] DIVISION: Dept. of Transportation [79]			
03	12] APPLICANT ADDRESS STREET: State Highway Building [45]	46] CITY: Salem [60]	76] ZIP: 97310 [80]		
04	12] CONTACT PERSON: L. W. Rulien [45]	46] AREA CODE: 503 [48]	49] PHONE: 378 [55]	56] EXTENSION: 6563 [59]	
01	12] PROJECT TITLE: Basin Ave.-Going St. [71]				
11	12] PROJECT LOCATION—CITY: N. Going Street City of Portland	PROJECT LOCATION—COUNTY: Multnomah	PROJECT LOCATION [79] SEC: ---- T: 1N R: 1E		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK): This proposal is to conduct the necessary preliminary engineering survey to				
06	12] identify a possible improvement project. The survey will provide data for [71]				
07	12] consideration of a proposed grade separation at the intersection of N. Bash [71]				
08	12] Avenue and N. Going Street for the purpose of increasing the on and off capacity [71]				
09	12] of Swan Island.(See Attachment) [71]				
10	12]				

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	18,720	----	26,400	26,400	----	240,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]	
15	12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 No [ ] 30 Date: 11/14/75	Yes [X] 31 No [ ] 32	Yes [X] 33 No [ ] 34	Yes [ ] 35 No [XX] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH	43] DAY	45] YEAR
	December [42	19 [44	1975 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/14/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

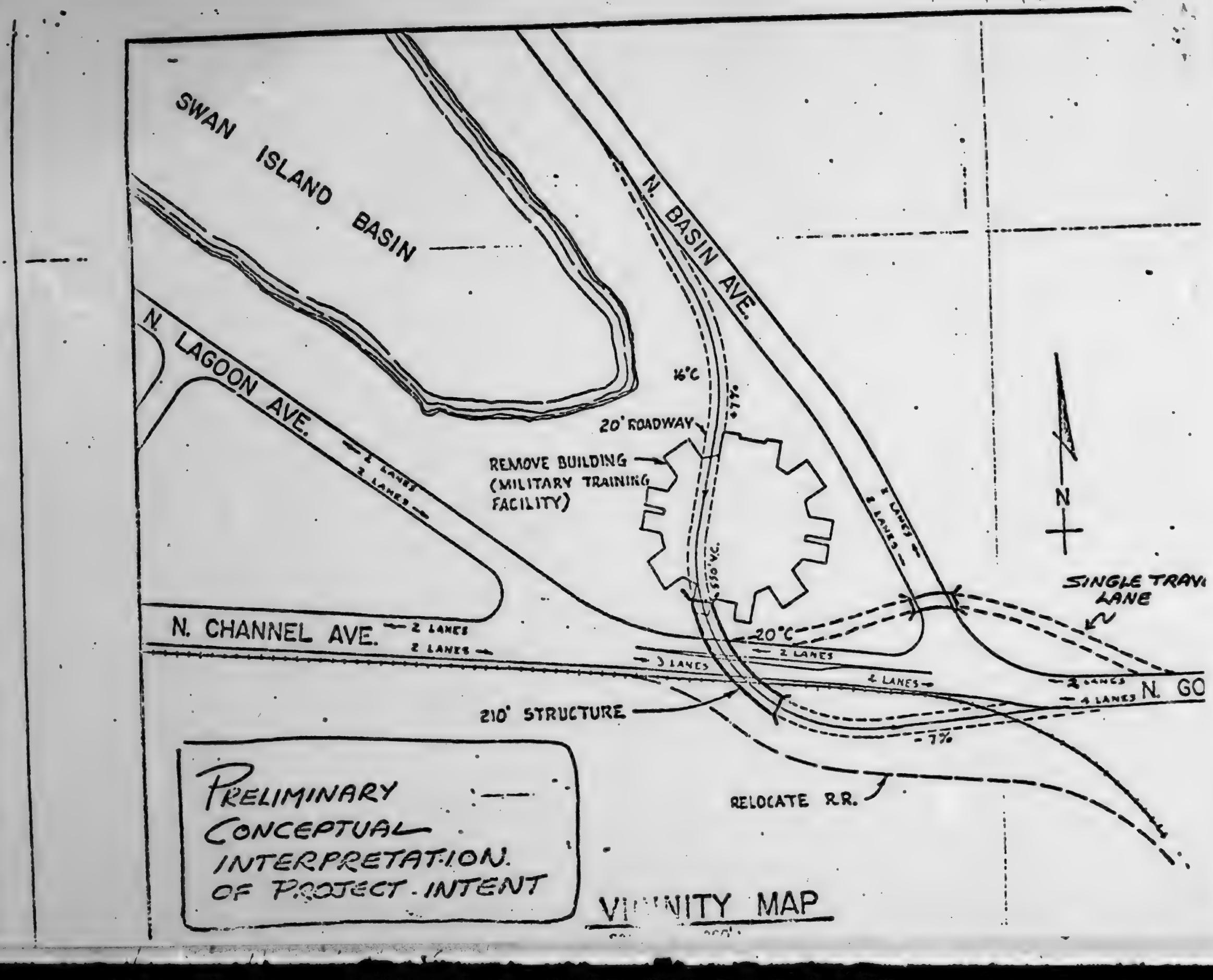
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 2 project of major-significant environmental impact under Oregon's Action Plan.

This survey is proposed by local government (City of Portland) and the Columbia Region Council of Government in cooperation with the State Highway Division.


SWAN ISLAND BASIN
N. BASIN AVE.
N. LAGOON AVE.
16°C
17°
20' ROADWAY
REMOVE BUILDING (MILITARY TRAINING FACILITY)
2 LANES
3 LANES
2 LANES
2 LANES
N
SINGLE TRAVI LANE
N. CHANNEL AVE.
2 LANES
2 LANES
20°C
3 LANES
2 LANES
2 LANES
4 LANES
N. GO
210' STRUCTURE
7%
RELOCATE R.R.
PRELIMINARY CONCEPTUAL INTERPRETATION OF PROJECT INTENT
VICINITY MAP

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 10/9/75

A. PROJECT IDENTIFICATION

Name of Project Basin Avenue/Going Street Interchange (Section) M-0870(-)

Location of Project N. Going Street (Highway Name) FAU 0870 (Highway No., US - ORE)

Portland (City) Multnomah (County) Metro (Region)

Program Federal Aid Urban (Funding) $240,000 (P.E.) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a grade separation at the intersection of N. Basin Avenue and N. Going Street for the purpose of increasing the on and off capacity of Swan Island.

Origin and History: Improving the Basin/Going intersection has long been recognized as a key to increasing the access capacity of Swan Island Industrial Park. Proposals to construct a grade separation at the intersection were not implemented, however,

(continued on Page 1A)

C. DESCRIPTION OF PROJECT

Length 0.3 miles

Termini N. Basin Avenue - N. Going Street

Alignment ☐ New ☐ Existing ☒ XXX Combined The proposed grade separations will replace two movements through an existing intersection. The structures and connecting ramps will be on a different alignment than the existing intersection.

CATEGORY 2 PROJECT
major sig.

(Form (1) 9-74)

ORIGIN AND HISTORY, cont.

due to funding and other difficulties.

The Swan Island access issue was revived in 1974 when the Portland City Council held a series of hearings for the N. Going Street widening project. As a result, a Swan Island Task Force was created and charged with developing alternative second-access routes for consideration.

In early 1975, the Task Force recommended implementation of the Basin/Going Interchange and the Greeley Avenue to I-5 ramp connection as an interim solution to the need of increasing transportation capacity to Swan Island via a routing other than N. Going Street. Subsequently, both projects were included in Portland's Capital Improvement Program and were submitted to CRAG for inclusion in the Regional Transportation Improvement Program.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Some right-of-way will be required. All affected land is controlled by the Port of Portland.

Typical Section To be determined.

Structures A proposed structure over N. Going Street, which would accommodate two lanes for outbound Basin to Going traffic, and a proposed (continued on Page 2A)

Characteristics (ADT) 1975 ADT for subject intersection - 26,000

Other General Information (or Supplemental information to items) The intent of this project is to provide a free flowing interchange, without signals. The existing intersection currently operates at a very high level of service, excepting only 15 minutes of congestion during the evening peak period. Morning rush hour traffic is spread out over the hour and has no sharp congestion peaks. Capacity increase is needed to allow further development of Swan Island. (continued on Page 2A)

Project Sketch Map is Attached: [XXX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1) No Build. This would provide no increase in the on and off capacity of Swan Island.

2) Construct a single elevated structure over N. Going St. for outbound Basin to Going traffic. A modification of existing signalization would be required. Complete free flow would not be obtained.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [XXX] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [XXX] Required

STRUCTURES, cont.

structure over N. Basin Avenue, accommodating one lane for inbound Going Street to Channel Ave. traffic.

OTHER GENERAL INFORMATION, cont.

The intersection modification will necessitate relocation of a Port owned rail spur, provisions for access to railroad owned property south of Going Street, street lighting, and subsequent landscaping.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Known collectively as Swan Island Industrial Park, the project area was originally comprised of natural alluvial lowlands and riverine islands which were subsequently connected, built up, and stabilized through dredging and filling. The resulting landscape (note attached area map) is partially bisected by a deep water lagoon and delimited by the Willamette River to the west and by a steep 150' wooded bluff to the east. The subject area is flat with an average elevation of 20' above mean sea level. Existing surface soil types are a sandy loam on the formed peninsula, and a silt loam predominating in the area adjacent to the bluff. "Mocks Bottom", consisting of 150 acres of bog and lowland, lies in the northeast portion of the industrial park and is currently undeveloped. This area is overgrown with scrub vegetation and is a probable habitat for small rodents, birds, etc. Little flora or fauna is found on the remainder of Swan Island due to industrial and commercial development.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Swan Island consists of approximately 650 acres, which is 50 per cent developed as industrial and commercial usage. Approximately seventy businesses are located in the industrial park including ship repair firms, truck manufacturers, trucking firms, and various other industrial related enterprises. The Ports O' Call Village opened in 1974 and is a complex of small retail shops and restaurants. At peak employment levels approximately 6,000 people are employed on Swan Island. The "Island" has navigable water access (Willamette River) and a rail service in addition to the Going Street access.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Some right-of-way will be required from the Port of Portland. The amount will be determined during preliminary engineering.

Consequences:
All affected property is controlled by the Port. Acquisition for this project is not expected to have an adverse effect on Port operations.

2. Estimated Changes in Traffic Patterns:

The proposed grade separations will allow all existing intersection movements to occur without signal interruption.

Consequences:
1) Capacity of intersection would increase.
2) Access to railroad owned property south of Going Street may be adversely affected.

3. Estimated Changes in Land Use:

The proposal would convert some potential commercial/industrial land to highway use. Improved access to Swan Island may encourage commercial/industrial growth on the Island.

Consequences:
Commercial/industrial growth on Swan Island may result in increased congestion on the Island and on the N. Going Street and N. Greeley Avenue access routes.

4. Expected Adverse Effects on Natural Ecological Resources:

None are expected as a direct result of the project's construction.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None are expected as a direct result of the project's construction.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Increased on and off capacity to Swan Island could accentuate noise and air quality problems on N Going Street and on the proposed N Greeley Avenue to I-5 route.

7. Potential for Controversial Issues:

The following are or could become issues:

(1) Noise and Air Quality Impacts

(2) Swan Island Second Access

(3) Mass Transit Service to Swan Island

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			XXXX
Air Quality Engineer			XXXX
Cultural Geographer			
Urban Planner			XXXX
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☒ Category 2 ☐ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

☒ Significant ☐ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☒ Draft EIS

☒ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

This project falls under the Indirect Source Rules established by the Department of Environmental Quality. An application for construction permit must be made.

9380

(Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 21, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project M-0870(-)
Basin Avenue, Going Street Interchange
N. Going Street
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The Project Environmental Assessment for this project has been reviewed. I agree with the "Major" action categorization and type of environmental document required. The EIS should clearly show that this improvement is not dependent upon, nor does it create the need for, Greeley Avenue-I-5 connections.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Metro, Kaiser)

RECEIVED
STATE HWY ENGR
OCT 23 '75
REFER TO
Gulick
FOR
Info | Inves | R/D | D R | Sign | Act | File

cy Salvadori

FAU

9380

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

9-26-75

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Basin Ave.-Going St. Interchange

FAU ~~0870~~ 9930 & 9926

Project Federal Aid Number: ~~M-0870(-)~~ 9926(.)

Applicant: City of Portland

Contact: Cowles Mallory, City Engineer

Federal Aid Funds: FAS___ FAUS X Other___

Date Project Approved by Trans. Comm.: 9/24/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Additional right-of-way owned by Port of Portland

Richard Unrein

Richard Unrein, Urban Engineer
County-City Unit

9/26/75
Date

cc: Right-of-Way Engineer
~~Region~~ metro Engineer
Region 1 Federal Aid Engineer
~~Region~~ metro Right-of-Way Supervisor
FHWA Right-of-Way Officer

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPS ☐ ORE ☐

2/18/75

9380

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal-Aid Urban System Project Requests**

Presented for your consideration at the September 24 Commission meeting will be two requests for approval of Urban System projects.

The City of Lake Oswego is requesting a $1,237,000 project to four-lane a 0.97 mile segment of S. W. Lower Boones Ferry Road.

The City of Portland is requesting a $240,000 preliminary engineering project to prepare construction plans for a grade-separated interchange at Basin Avenue and Going Street.

Federal Urban System funds for these projects are estimated at $1,152,200, with the State providing approximately $162,400 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal-Aid Urban System program. I recommend your approval and request authority to sign project agreements for and on your behalf.

bc G. M. Baldwin
C. W. Head
E. S. Hunter
L. W. Rulien
Jack Graham
Gary Sund

GEZ:scr ja

CITY OF PORTLAND
Proposed Urban System Project

Basin Avenue-Going Street Interchange
FAU 0870
Preliminary Engineering Project
0.30 mile
$240,000

This preliminary engineering project entails all the work necessary to formulate final construction plans. The work will include field surveys, environmental statements, public hearings, and final design elements.

The future construction project involves construction of grade separated interchange.

Perform all necessary engineering.

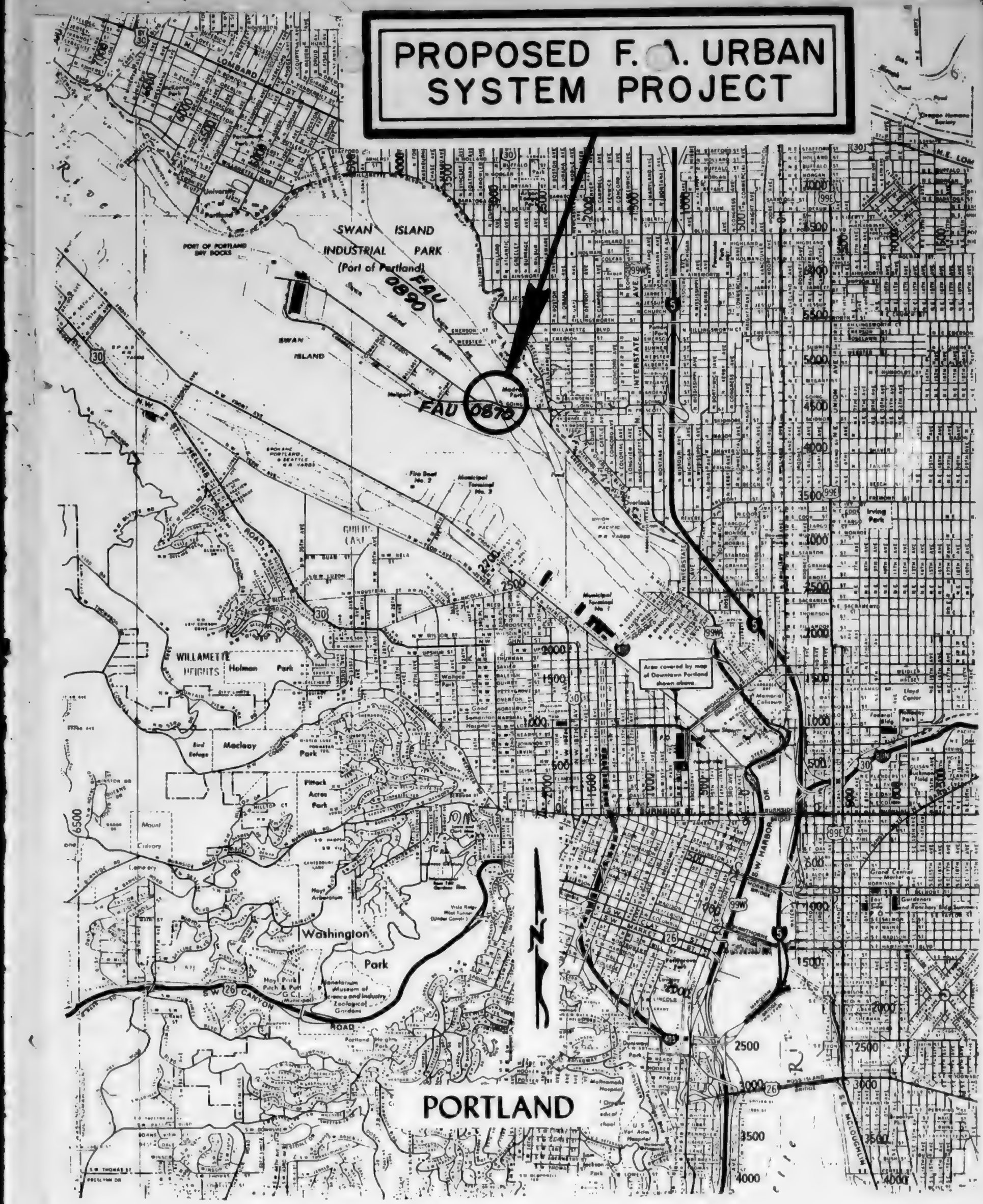
Acquire any necessary right-of-way.

Provide signing and striping.

Provide project illumination.

75-k
9/10/75

PROPOSED F.A.U. URBAN SYSTEM PROJECT



9380

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Regio. 1 - Milwaukie

August 21, 1975

FILE:

FROM: JON ROSE
Regional Federal Aid Engineer

TO: GEORGE N. HOPKINS
Program Development Engineer

SUBJECT: Basin Avenue-Going Street Interchange
City of Portland
FAUS

P.E. Project Only

Here is a project request submitted by the City of Portland which proposes construction of an interchange at the entrance to the Swan Island Industrial area. The Environmental Assessment has been handled by Jef Kaiser of Metro and already be in the Salem Environmental Section.

This project is included in the CRAG Transportation Improvement Program which is expected to be adopted August 28, so approval must await that action.

Please advise if further information is required to begin processing this request.

JR/b
att
cc: Max Klotz

Gary
Nick

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID	AUG 21 1975 FAUS	
INVENTORY-NRCDS		
MILEAGE CONTROL		
PROB. & SCHEDULE		
REMARKS:		

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

PREFIX NO: 745
FILE . . . 220

July 31, 1975

RECEIVED
AUG 1 1975
REGION 1

Robert N. Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

By this letter we are requesting that the appropriate steps be taken to initiate preliminary engineering on the Basin Avenue/ Going Street Interchange Federal Aid Urban System project. As our part of the implementation procedure, we have prepared the enclosed Project Request form and the Project Environmental Assessment.

This project has the prior approval of the City Council and is included in the FY 76 Annual Element of the Regional Transportation Improvement Program.

We would appreciate your consideration of this project request at your earliest convenience. Please contact Glen Pierce, phone 248-4643, if we may provide additional information or assistance.

Sincerely,

COWLES MALLORY
City Engineer

GRP:kp

Encl.

cc: Commissioner McCready
Gary Stout
Don Bergstrom
Bill Dirker
Ken Johnsen

METROPOLITAN ENGINEER
AUG 4 1975

NOTED
LEON SAGE

PROPOSED F. A. URBAN SYSTEM PROJECT

COLUMBIA PARK

PARK

WILLAMETTE RIVER

WILLAMETTE RIVER

N

2/6/71

ME CE PE DE OE
METROPOLITAN ENGINEER
AUG 4 1975
PE TE ME MCE T/A

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date July 30, 1975

Applicant Agency City of Portland
Federal Aid System Route No. 0870 Route Name N Going Street
Project Name Basin Avenue/Going Street Interchange

Project Length 0.3 miles Project Location (Attached sketch map)
Project Description This project is complimentary to the proposed N Greeley Avenue route improvement from Swan Island to I-5.

The proposed interchange, with N Greeley project, is an interim solution to the critical need of increasing transportation capacity to Swan Island Industrial Park via a routing other then N Going Street

The proposed interchange increases capacity of this key intersection from 3300 to 4500 vph. Outbound traffic, particularly south-bound trucks could enter N Going without signal interuption at the Basin Ave. and continue with right turn at N Greeley to I-5, thus providing relief to N Going St. and the N Going/I-5 Interchange.
Average Daily Traffic 18,000-20,000 ADT Design Speed 30 miles per hour

Complete Applicable Sections:

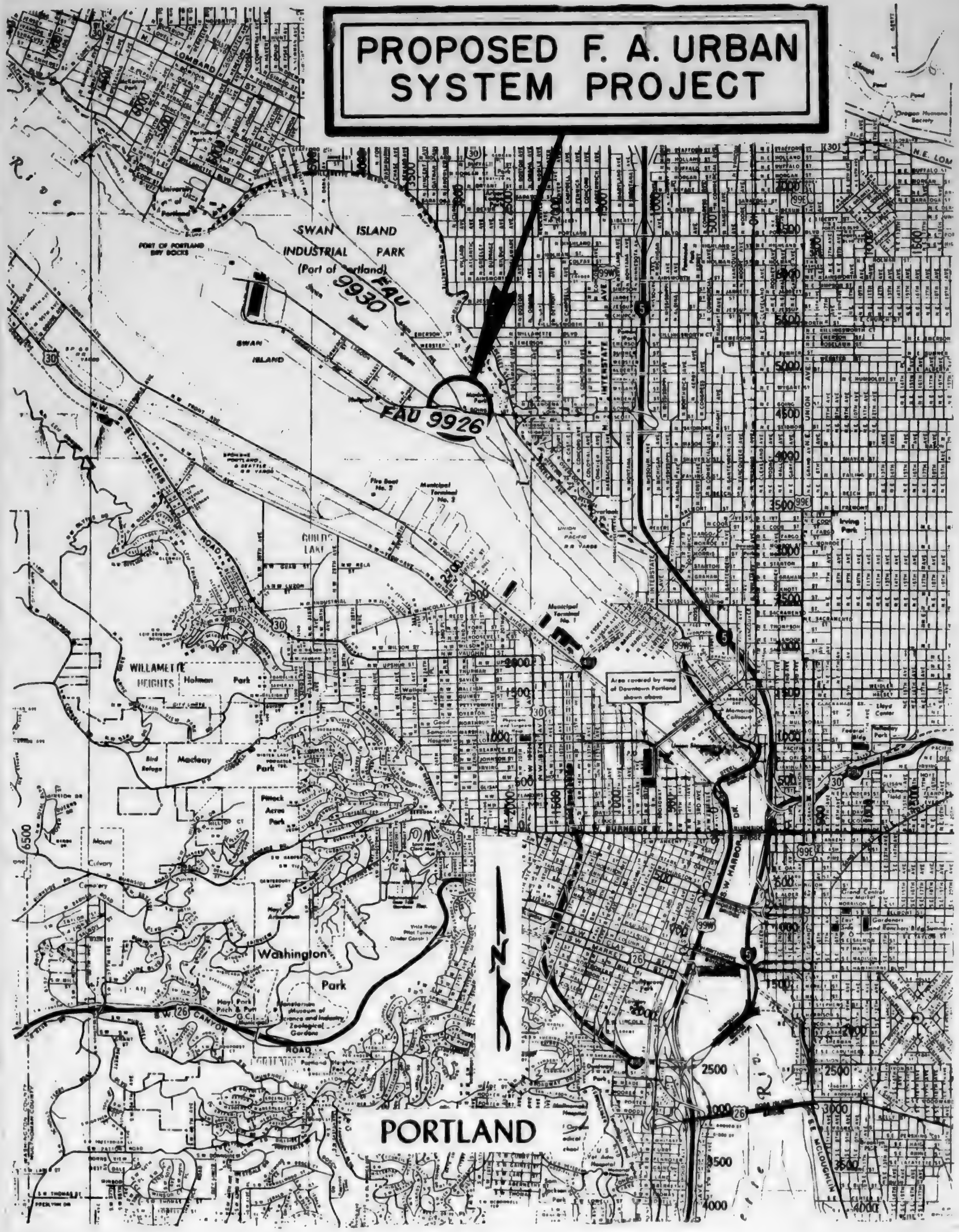
I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
   Going 80'
   Width Basin 56' Travel Lanes 6 4 Shoulders None
   Medians Lt. Turn: Basin Ave.-1 Parking No
   Sidewalks 8'
   Other

2. Desired Roadway Cross Section: (Attach sketch)
   Width 30' Travel Lanes Two Shoulders 3'
   Medians No Parking No
   Curbed Yes Length Curb Radii
   Sidewalk/Bikeway
   Other Basin/Going approaches to connect to interchange structure.

FOOTNOTES:

PROPOSED F. A. URBAN SYSTEM PROJECT



Description of Proposed Roadway Work Approaches to Basin/Going Interchange Structure; access to railroad property south of Going Street; channelization at Basin Avenue-Going Street Intersection.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 80' Minimum 80' Maximum 100'+

2. Will Additional Right-of-Way Be Needed? Yes Explain Amount required will depend on alternate selected. Land owned by Port of Portland.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Negotiations with Port of Portland to determine course of action.

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Traffic actuated signal at N Basin-N Going intersection as part of Going Street project.

2. Proposed Signalization:

   Location Existing signal at Basin-Going intersection may be modified.

   Type
   Phases
   Type of Suspension
   Interconnected
   Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Present Illumination and Location: 400 Watt, 1000 Watt Mercury Vapor on wood poles with overhead wiring.

2. Proposed Illumination:

Location Depending on selected design
Type 1000 Watt Mercury Vapor

V. STRUCTURE DATA

1. Existing Structure:

Location
Type

Size
To Remain in Place?

2. Proposed Structure:

Location At Basin Avenue/Going Street Intersection. Exact location and type of structure to be determined during preliminary engineering.

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? _____ Location _____

Type of existing crossing _____
Existing crossing protection _____

Name of Railroad _____
Number of tracks: Mainline _____ Siding _____ Total _____
Angle of Intersection _____
Sight distance: (Direction) _____ Distance _____
(Direction) _____ Distance _____
Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

2. Will existing railroad crossing be altered? Relocation of R.R. spur may be required depending on alternative. Spur controlled by Port of Portland.

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections _____

2. Applicant's Estimated Cost for Requested Project:

Roadway Work	$ (447,000)
Right-of-Way Costs (If participating)	
Traffic Control	(3,000)
Illumination	(20,000)
Structures	(2,500,000)
Railroad	
Other _____	
Preliminary Engineering	240,000
PROJECT TOTAL	$ 240,000

FOOTNOTES: _____

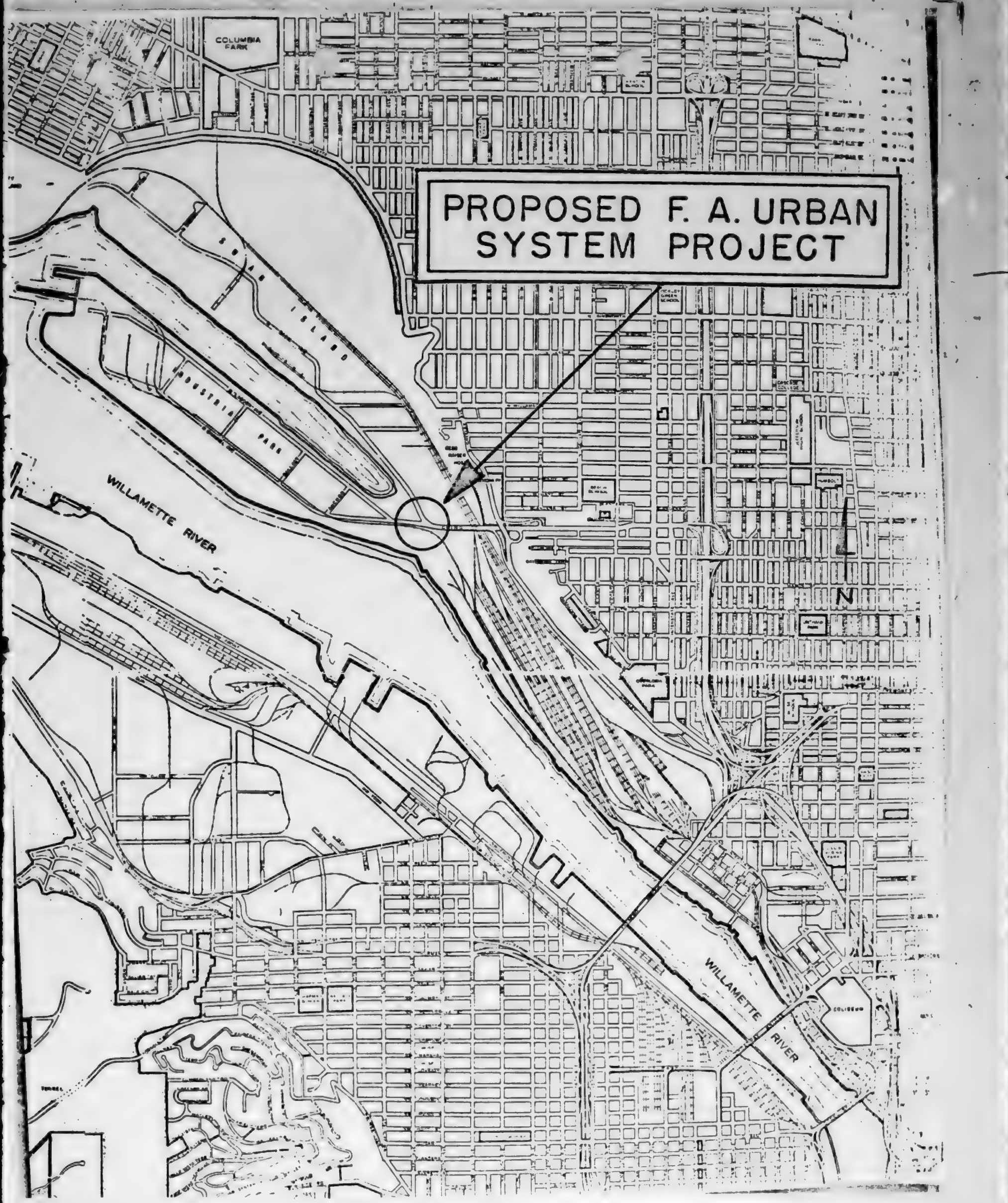
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of _____ County

By _____ By _____

By _____ City Engineer By _____

Connie McCormick
Commissioner of Public Works


COLUMBIA PARK
PROPOSED F. A. URBAN SYSTEM PROJECT
WILLAMETTE RIVER
WILLAMETTE RIVER
N

9380

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 18, 1975

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Going Street Noise Problem
City of Portland

TO: MEMO TO THE FILES

A review of the data in regard to the existing and proposed routing of trucks on Going and Greeley shows the following:

Noise was measured along Going from 8 PM to 6 AM.

Noise was 76-80 dBA (L_{10}) for truck counts of 16 to 50 per hour at 35 feet from traffic. (at the front of various residences)

An estimated 70% of the trucks go south and would use a new truck route via Greeley.

A 70% reduction in trucks would reduce noise approximately 5-6 dBA. (To 70-74 dBA on Going at night)

Daytime noise data on Going is not available.

Daytime trucks counted May 6 & 7 were 200-260/hour.

Daytime truck noise would calculate at 84-85 dBA L_{10}.

If 70% of trucks are diverted, 60 to 80 per hour would remain on Going.

This calculates to be 79-80 dBA L_{10} on Going in the daytime. This agrees with actual nighttime measurements of 76-80 dBA for 16-50 trucks.

If the above data is close to the existing conditions then currently the noise on Going Street is 84-85 dBA L_{10} in the daytime and at night is 76-80 dBA L_{10}. If the Greeley truck route is constructed and used by all southbound trucks the daytime noise would be 79-80 dBA L_{10} and the night noise would be 70-74 dBA L_{10}.

Federal guidelines suggest 70 dBA L_{10} maximum for residential areas. DEQ has considered 63 dBA L_{10} for current traffic. In any event it would appear that the truck route would not reduce the noise on Going Street to a level that would justify the cost of construction of the truck route and ramps.

Ramp costs are indicated as $2,600,000. Noise receptors along Going Street are indicated as 31 single family residences and 71 apartment units. This would divide out as $25,500 per unit -- to reduce noise levels an amount which would be of minor significance.

It would appear that a comprehensive sound study of Going Street would be appropriate to determine whether there are other solutions which might be more effective. Presumably Urban System funds would be used for the proposed ramps and could also be used for any alternate solution.

Copy to Bothman
Gary Potter

9380 C C City of Portland

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

June 3, 1974

METROPOLITAN ENGINEER
JUN 5 1974

Mr. Robert N. Bothman, Metro. Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: N. Going Street Project - Striping Plan

Dear Mr. Bothman:

We have studied the submitted striping plan and offer these suggestions:

1) Going Street

a. Do not paint curbs except at gore points.
b. Include split gore approach marking, Montana gore.
c. Omit breaks at Colonial if "Right Turn Only" is posted.
d. Westbound Going at Basin to receive left turn refuge. Plan previously submitted to Oregon State Highway Division.
e. Paint north lane line solid, Basin to 200 feet east.
f. Paint first lane line south of flush median solid, Colonial to Interstate.
g. Install two lines of markers across breaks in south lane lines at Basin.

2) Going-Greeley Interchange

a. Retain double yellow centerlines throughout on northeast, southeast ramps.

The above recommendations are noted on the striping plan attached.

Future maintenance of N. Going and Greeley will be the responsibility of the City of Portland. We therefore request that the city do the initial striping because of our difference in lane line skip dimensions.

Sincerely,

D E Bergstrom

D. E. BERGSTROM
Traffic Engineer

MJM:ba
Encl.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

June 13, 1974

FILE:

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: GOING STREET, GREELEY AVENUE
STRIPING

TO: J. H. VERSTEEG
Design Engineer

We are returning your preliminary striping plans for the subject section. The City's comments are indicated in red on the plan and a copy of its letter is also enclosed.

These items are of particular importance:

1. The City will do the striping.

2. We have assured the City that a left turn lane for westbound traffic at Basin Avenue will be included as per the attached plans.

3. There will be no widening between Greeley Avenue (Sta. 28 approximately) and Interstate Avenue. The City will prepare a striping plan for five rather than six lanes on this section. In your revision, please show existing curbs only on this central section.

4. As soon as the City completes #3, a copy will be forwarded to your office for inclusion in your final striping plan. This may take awhile.

5. In the interim, it is requested that you prepare a semi-final plan including everything except the five lane striping.

revisions made & prelim. plans sent to metro 7/22/74 DHL

ar

Encls.

3
1/2

RECEIVED

Requires Reply

Δ 8°37'05"
T 107.92 9'

"GO" 12+63.87 P.T.
"GO" 12+64.76 P.O.T.

"GO" 10+48.42 P.C.

N. CHANNEL AVE.

"GO" LINE

S. 89°50'18" E.

S. 81°13'13" E.

N. GOING ST.

Permanent Easement

Temporary Easement

Remove P.C. Conc. Walks

Remove Bituminous Pvt

Plug & Abandon Exig. P

Railroad Relocation

"RR" 12°30' C.R.
Δ 53°53'20" (Chord Definition)
T 233.45
R 459.28'

"RR" 20+00.64 B.C.

"RR" 24+32.61 E.C.

49.11

527°19'53" E.

+4.9519

200' V.C.

120' V.C.

100' V.C.

300' V.C.

EQUATION

Profile Grade ℄

Ground Line ℄

No V.C.

-0.4419

+0.3238

-0.5333

-0.62

Subgrade

Profile Grade ℄ Rt. Gutter

Exc. 2551

Emb. In Place 6945

Exc. 1792 (Railroad)

Emb. In Place 22 (Railroad)

Top Of Rt. Rail

+0.00

By Others

Bottom Of Rock Ballast

Match Exig.

Ground Line ℄

100' V.C.

18"

22½"

30

40

45

50

55

Δ 8°37'05
T 107.929'

"GO" 10+48.42 P.C.

"GO" 12+63.97 P.T.
"GO" 12+64.76 P.O.T.

℄ R/W

Permanent Easement 2

R.R. R/W 2

8"-176

8"-24

2" Gas

10" C.S.P. Storm

S 89°50'18" E. 200'

N. COMO ST

8" R.C.

℄ Water Vault

RR. R/W 1

Curb
Conc. Island
Curb

"GO" LINE

Permanent Easement 1

Temporary Easement

Remove P.C. Conc. Walks

Remove Bituminous Pvmt.

Plug & Abandon Exfg. Pipes

"RR" 12°30' C.R. (Chord Definition)
Δ 53°59'20"
T 233.46
R 459.28'

49.11

S 27°19'53" E.

"RR" 24+32.61 EC.

"RR" 20+00 EC.

315' (At Gutter)

+49519

200' V.C.

120' V.C.

100' V.C.

300' V.C.

Profile Grade ℄

Ground Line ℄

-0.4419

+0.3238

Profile Grade @ Rt. Gutter

Exc. 2551

Emb. In Place 6945

1792 (Railroad)

In Place 22 (Railroad)

EQUATION

(At Gutter) 60 32.26

Match Exfg.

Top Of Rt. Rail

+0.00

By Others

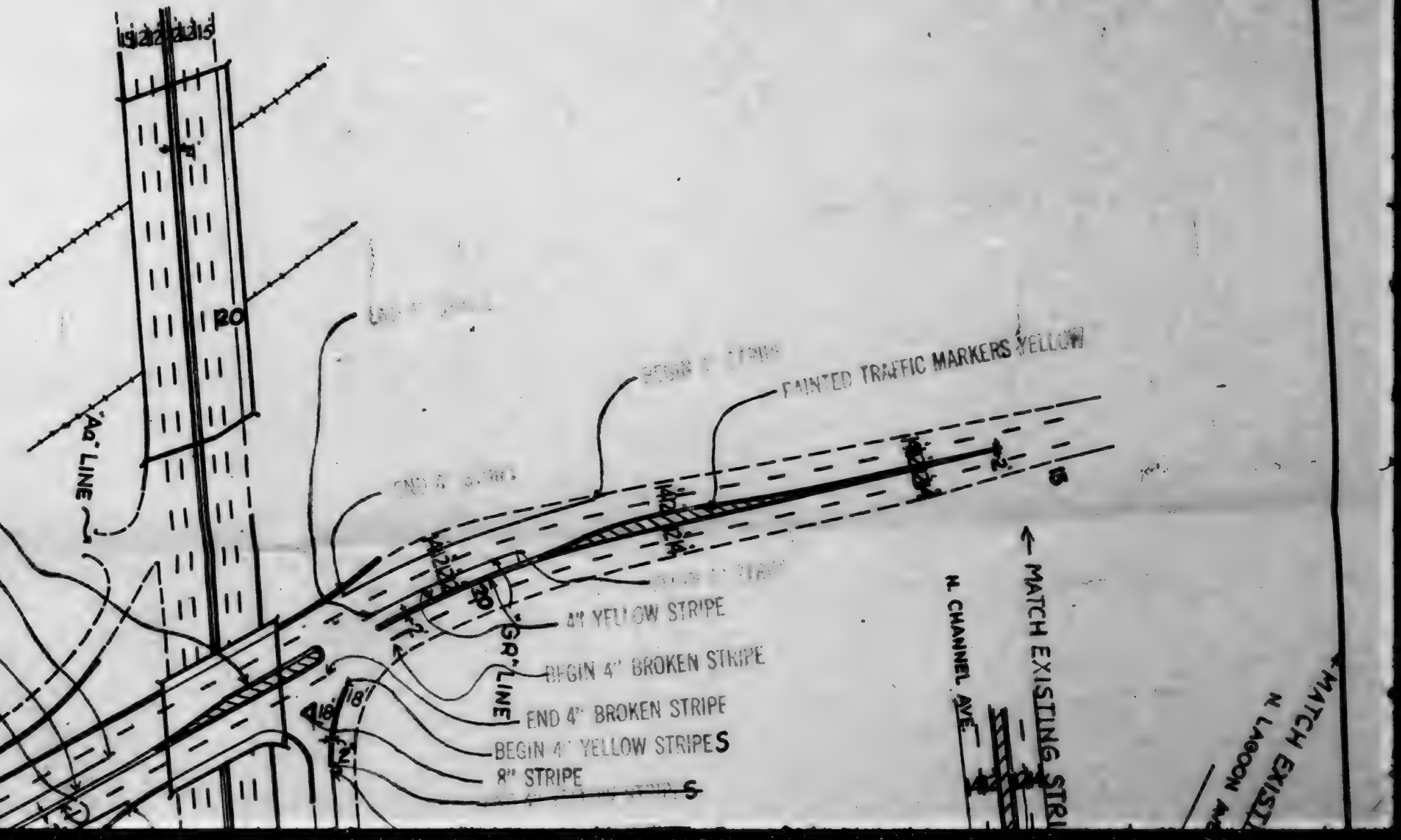
Bottom Of Rock Ballast

+5.585

Ground Line ℄

+00

PROFILE


PAINTED TRAFFIC MARKERS YELLOW
4" YELLOW STRIPE
BEGIN 4" BROKEN STRIPE
END 4" BROKEN STRIPE
BEGIN 4" YELLOW STRIPES
8" STRIPE
"AQ" LINE
"GR" LINE
MATCH EXISTING
N. CHANNEL AVE.
N. LAGOON
20
18'
R18'
R20'

MATCH EXISTING STRIPING

N. LAGOON AVE.

MATCH EXISTING STRIPING

N. CHANNEL AVE.

"GO" LINE

MATCH FUTURE R/W

Double yellow

20'

20'

18'

18'

25'

"GA" LINE

END 4" YELLOW STRIPES

PAINT CURB YELLOW

30

13 12 11 12 13

PAINT CURB YELLOW

BEGIN 4" STRIPE

4" YELLOW STRIPE

END 4" STRIPE

BEGIN 4" BROKEN STRIPE

11 12 12 11

N. BASIN AVE.

MATCH EXISTING STRIPING

PLASTIC MARKERS

10

END 4" BROKEN STRIPE

35

SOLID WHITE - 20'

15 22 21 15

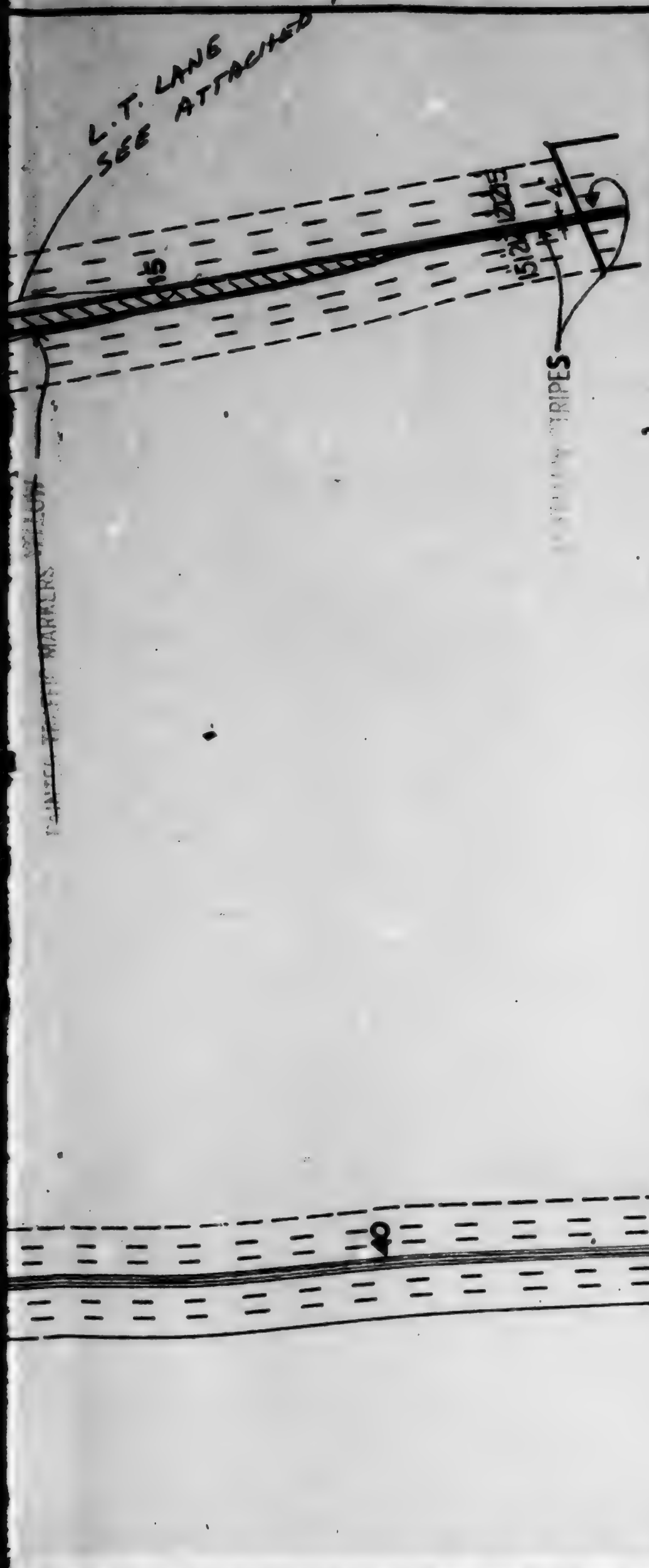
PAINT CURB YELLOW

15

L.T. LANE SEE

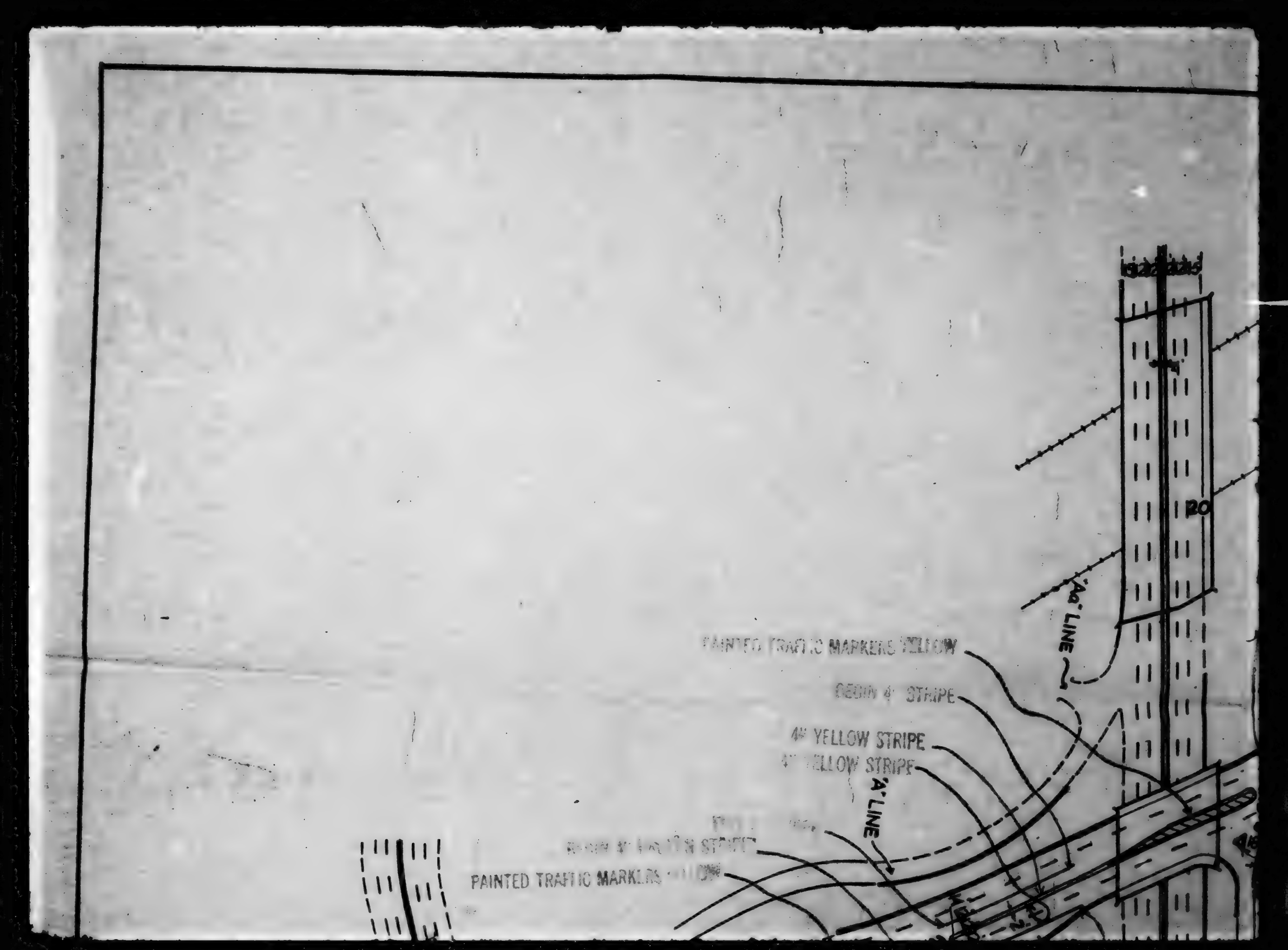
N. LAGOON AVE.- PACIFIC HWY. SEC CITY STREET (N. GOING ST.) - MULTNOMAH COUNTY			
FED RD. Div No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	STATE	

STRIPING PLAN



N. LAGOON AVE. - PACIFIC HWY. SEC CITY STREET (N. GOING ST.) - MULTNOMAH COUNTY				
FED. RD. Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	
10	OREGON	STATE		

STRIPING PLAN


20
'A' LINE
'A' LINE
4" YELLOW STRIPE
4" YELLOW STRIPE
'A' LINE
PAINTED TRAFFIC MARKERS

BEGIN 4" STRIPE

4" YELLOW STRIPE

4" YELLOW STRIPE

'A' LINE

PAINTED TRAFFIC MARK

N. GREELEY AVE.

END 4" BROKEN STRIPE

8" STRIPE

S

S

DOUBLE YELLOW

N. COLONIAL AVE.

END 4" YELLOW STRIPE

S

S

S

END 4" BROKEN STRIPE

PAINT CURB YELLOW

MATCH FUTURE PLAN

GREELEY REVISED

BEGIN 4" BROKEN STRIPE

END 4" YELLOW STRIPE

S

MATCH FUTURE PLAN

N. COLONIAL AVE.

4" YELLOW STRIPE

4" YELLOW STRIPE

'A' LINE

PAINTED TRAFFIC MARK

N. ORFELEY AVE.

END 4" BROKEN STRIPE

8" STRIPE

S

S

S

S

S

S

N. COLONIAL AVE.

N. COLONIAL AVE.

DOUBLE YELLOW

25

25

2'

3'

3'

3'

45

18"

18"

18"

18"

20'

20'

END

END 4" BROKEN STRIPE

PAINT CURB YELLOW

MATCH FUTURE PLAN

MATCH FUTURE PLAN

BEGIN 4" BROKEN STRIPE

END 4" YELLOW STRIPE

50

N. INTERSTATE AVE.

BEGIN 4" BROKEN STRIPE

PAINT CURB YELLOW

BEGIN 4" STRIPE

PAINTED TRAFFIC MARKERS YELLOW

END 4" STRIPE

END 4" BROKEN STRIPE

9.5

END 4" BROKEN STRIPE

BEGIN 4" BROKEN STRIPE

N. MARYLAND AVE.

BEGIN 4" BROKEN STRIPE

PAINT CURB YELLOW

55

END 4" BROKEN STRIPE

60' LINE

BEGIN 4" YELLOW STRIPE
(OR CONC. MEDIAN)

PAINT CURB YELLOW

END 4" BROKEN STRIPE

BEGIN 4" BROKEN STRIPE

END 4" YELLOW STRIPE

END 4" BROKEN STRIPE

PAINT CURB YELLOW

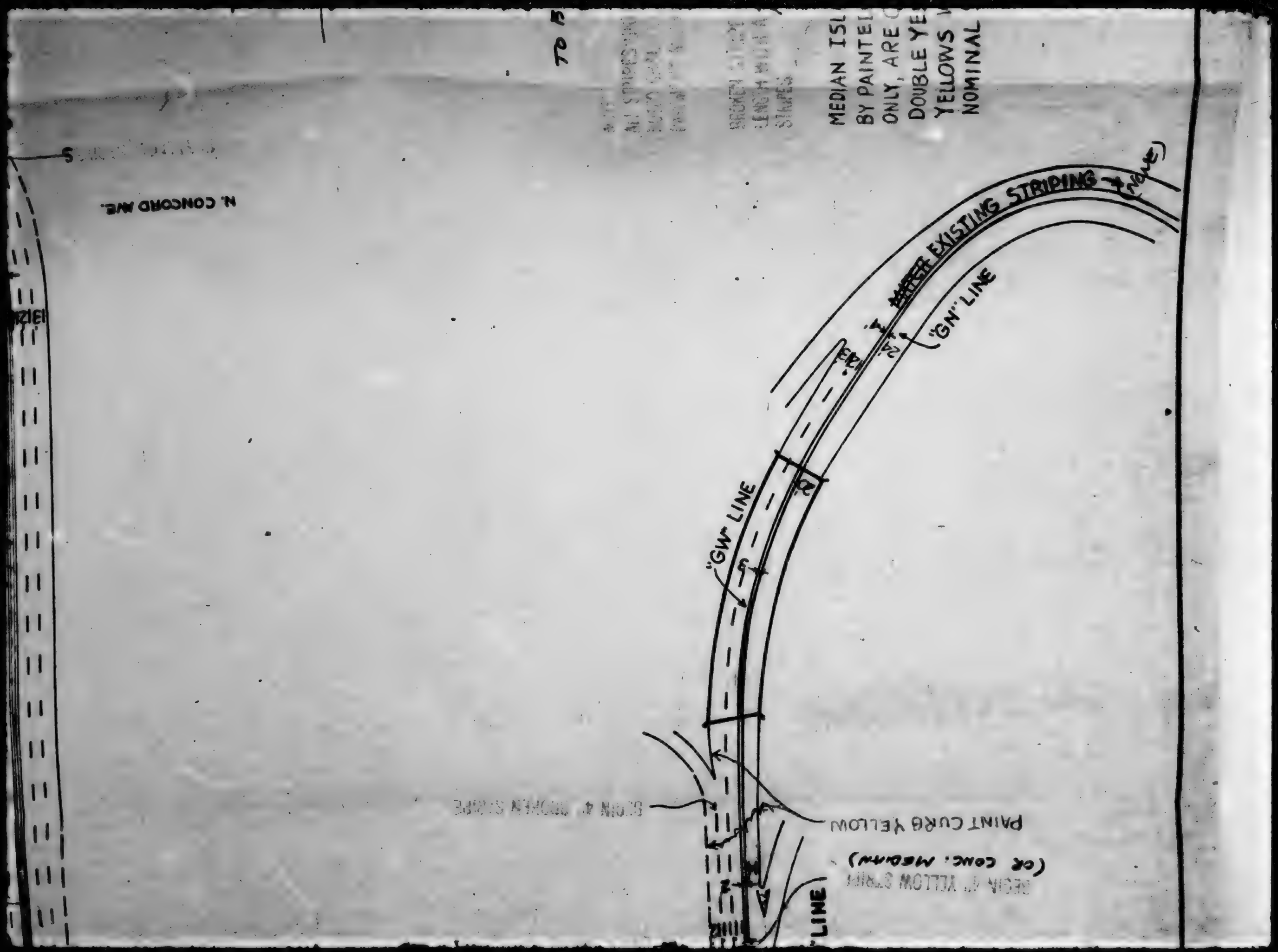
BEGIN 4" BROKEN STRIPE

PAINT CURB YELLOW

...Y TO INTERSTATE STRIPING TO BE
...D AS 5' PAINTING (CITY WILL DEVELOP
...ROL PLAN)

30

35


N. CONCORD AVE.
MEDIAN ISL
BY PAINTE
ONLY, ARE
DOUBLE YE
YELLOWS
NOMINAL
EXISTING STRIPING
"GN" LINE
"GW" LINE
PAINT CURB YELLOW

N. CONCORD AVE.

S

TO BE DONE BY CITY

"GW" LINE

9'

15'

MEDIAN ISLANDS FORMED BY PAINTED MARKINGS ONLY, ARE OUTLINED IN DOUBLE YELLOW; TWO 4" YELLOWS WITH A 4" NOMINAL SPACE.

EXISTING STRIPING (TYP.)

24'

"GN" LINE

1981 Elkhead Rd. Int.-Rice Hill 9381
Int. Sec. of the Pacific Hwy.
(Paving)

9381

rn Mr. H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

11-7-83

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11-7-83	W. N. Bryant, Area Engineer		IR-5-3(121)148
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9-15-82	3-17-83	81 %	275 C.D.
APPROVED EXTENSIONS	**LOCATION**		
None	On I-5, 2.2 mi. south of Yoncalla Interchange, North 6.7 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ELK HEAD ROAD - RICEHILL INTERCHANGE
PACIFIC HIGHWAY
Paving

This project provided for the overlaying of approximately 6.7 miles of the northbound roadway with high-type asphaltic concrete pavement and other incidental work common to this type of project. A contract in the bid amount of $1,323,628.50 was awarded Fabricators, Inc., Salem, Oregon on 10/14/81. Work began on 3/15/82 and was completed on 9/15/82 at a final cost of $1,551,398.54 which includes $1,326,320.40 for bid item work, $19,306.20 for work completed under approved price agreements, $31,406.21 for approved force account work, $17,839.86 for State force work $156,700 for constructrion engineering, and a credit of $174.13 for non-compliance with density requirements on the base lift of AC.

A total of 222 calendar days were used as compared to the 275 calendar days allowed under the contract. Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements except as noted above. A statement fully explaining all overruns and underruns is attached to the Division Office copy of this report.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE	
TITLE W. N. Bryant, Area Engineer	DATE 11/15/83	TITLE Field Operations Engineer	DATE 11/16/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9381

5

September 28, 1983

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

CON 5
#9381

Gentlemen or Ladies:

A post-final payment for $1,949.40 will be made to Fabricators, Incorporated on Contract No. 9381 for work on the Elkhead Road Interchange-Rice Hill Interchange Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,376,858.68 including the post-final payment. Of the total $31,406.21 is for force account.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

FD
9-28-83 kjm

cc: Fabricators, Incorporated
2705 Lancaster Dr., NE
Salem, OR 97305

bc: C. T. Keasey
Walt Hart
James J. Gix

9381

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

4-4-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 8893	NE Failing St.-NE Hancock St. (N. Banfield Intchge.) Multnomah County	March 9, 1983
R. L. Coats No. 9527	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 15, 1983
Cascade Const. Co. No. 9025	N.Main Ave.-Bull Run Rd. Multnomah County	March 16, 1983
R. L. Coats No. 9535	Sisters Truck Scale Deschutes County	March 16, 1983
Jack Robinson & Sons, Inc. No. 9526	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 16, 1983
Fabricators, Inc. No. 9381	Elkhead Rd.Intchge.-Rice Hill Intchge. Douglas County	March 17, 1983
J. C. Compton Co. No. 9420	32nd St.-Crest Motel (Astoria) Clatsop County	March 17, 1983
Ajax Electric Co. No. 9427	Columbia River Hwy. @ SW E.M. Watts Rd. & SW Maple St. (Scappoose) Columbia County	March 17, 1983
Siuslaw Construction Co. No. 9204	Sundial-Sandy River Multnomah County	March 21, 1983
Cascade Const. Co.,Inc. No. 9183	SW Bancroft St.-Sellwood Br. (Portland) Multnomah County	March 22, 1983
Steve Pyles, General Contractors, Inc. No. 9500	N. Fk. Ash Creek (Hoffman Road) Bridge Polk County	March 22, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Auburn Const. Co. No. 9399	Abiqua Creek Bridge Marion County	March 29, 1983
A. K. Lundmark & Son, Inc. No. 9423	Westport Slough (Woodson) Bridge Columbia County	March 29, 1983
Wildish Const. Co. No. 9352	Dexter County Park Road-Minnow Creek Lane County	March 29, 1983

April 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9381

B

March 24, 1983

Industrial Indemnity Company
421 SW 6th
Portland, OR 97204

COM 5
Contract No. 9381

Gentlemen:

Contract No. 9381 awarded to Fabricators, Inc. for paving the Elkhead Rd. Interchange-Rice Hill Interchange Section of the Pacific Highway in Douglas County was completed on February 17, 1983 and accepted by the State Highway Division on March 17, 1983.

Final payment in the amount of $9,735.71 will be released to the contractor after March 29, 1983. The total contract amount is $1,374,909.28 including $31,406.21 for work performed under force account.

You have been previously notified of claims filed against the performance bond on this contract most of which have been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:sb
cc Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97305

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elkhead Road - Rice Hill Interchange		WEEK ENDING: January 8, 1983
		SECTION PREFIX: 610-1008
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Elkhead Road - Rice Hill Interchange	KIND OF WORK: Paving	
CONTRACTOR: Fabricators, Incorporated	CONTRACT NUMBER: 9381	FEDERAL AID PROJECT NUMBER: IR-5-3(121)148
DATE OF CONTRACT: October 4, 1981	DATE WORK STARTED: March 15, 1982	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 275	CALENDAR DAYS USED: 222
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 81
PROJECT AUTHORIZATION: $ 1,583,919.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,471,285.28	ENGINEERING AUTHORIZATION: $ 112,634	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,395,825.57	ENGINEERING COST TO DATE: $ 137,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.1 %	This week 200	DATE PROJECT WAS COMPLETED: 9/15/82
	PERCENT OF AUTHORIZATION 122 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			6.7	6.7		6.7	6.7
MILES PARTIALLY COMPLETED			6.7	6.7		6.7	6.7
MILES COMPLETED			6.7	6.7		6.7	6.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,380 CY	14,000 T	58,000 T	2,800 YD^2	45,000 T
TOTAL QUANTITIES CORRECTED TO DATE			2,380 CY	13,800 T	53,000 T	2,800 YD^2	43,850 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2,380 CY	13,800 T	53,000 T	2,800 YD^2	43,850 T
AVERAGE DAILY QUANTITIES			0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0	0	0	0
NUMBER OF SHIFTS PER DAY			0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Contract work complete - 9/15/82.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 10 1983
CONSTRUCTION SECTION

CE K OM
CAE CA
FOR LS
QCS TC
SCS FE
FEC CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1-2-83 SUNDAY	Contract Work Complete - 9/15/82.
1-3-83 MONDAY	Third Notification Given.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All documentation received.

Third Notification given - 1-3-83.

This will be the last report.

SIGNED Larry D. Lindley for LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9381

NOTED
W. G. BEARD

REFERRED TO
Watson ..... Mann .....
Cole ..... Stendenmeyer .....
Brinson ..... King .....
Board ..... Dorn ..... Lee .....
Return Discuss Do File Due .....
By FINAL DESIGN ENGINEER

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Wakerlig

RECEIVED
NOV 2 1982
ROAD DESIGN SECTION

Do No.
Return
Bring
Action

NARRATIVE REPORT

Elkhead Road - Rice Hill Interchange
Pacific Highway
Douglas County
Contract No. 9381

D. W. Greene, Project Manager

Contract was awarded to Fabricators, Incorporated on October 13, 1981 with completion of all work required within 275 calendar work days.

A preconstruction conference was held on January 21, 1982 and crushing began on February 16, 1982. Work other than the crushing did not begin until March 15, 1982 with the hauling of the early set concrete aggregate and the setting up of the concrete plant.

Temporary Protection and Direction of Traffic

Temporary protection and direction is a problem on overlay projects on Interstate Highways at interchanges.

Our recommendation to correct this problem is that a statement in the Special Provisions be added that states that all interchange ramps will be open the the traveling public at all times during construction.

One way of paving an interchange where the traffic has to cross the Asphaltic Concrete mat would be for the paving machine to pave to a point where the traffic can still exit ahead of the machine. At that point they would stop paving until the mat in back of them had cooled to a point where the traffic could cross it without causing any damage to the mat.

Without this provision prohibiting closure of the interchange ramps, the contractor can pave through the ramp while blocking exiting traffic causing unnecessary hazards and inconvenience to the traveling public.

The staging on the early set concrete was left up the contractor. With this arrangement we had problems at each of the different work areas with traffic control.

Our recommendation is that a detail drawing as per the drawing that is being submitted with the Goshen to Cottage Grove location project be used.

Drainage

A problem was created when the overlay raised the grade on the northbound lanes two inches at the median barrier. The southbound lanes had a crown section which caused water from the fast lane and median to drain to the median. There was no plan set up to handle the drainage in the median on the southbound lanes.

General Excavation

There was a problem with the section in the "Special Provisions" on Rock Ditch and Lining which stated that the General Excavation would be placed on the adjacent back slope; this was not feasible.

Any project with a small amount of General Excavation should have in it's Special Provisions a statement to the effect that the amount not required on the project shall become the property of the contractor.

Asphaltic Concrete

There was a problem with the detail drawing showing the paving between the fog line and median barrier. Paving the 2 inches at the median barrier and 4 inches at the fog line can create a drainage problem at the median barrier.

The detail drawing should show the 4 inches at the fog line with a plus super or a minimum of a 0.0 super to the barrier. With this detail there would not be a drainage problem.

We had a problem with the feathering of all Asphaltic Concrete ramps using the specified "B" mix. To correct this problem our recommendation is that a section in the Special Provisions be written that requires that all feathering of Asphaltic Concrete ramps be done using a modified mix as per section 401.03 of the Standard Specifications for Highway Construction, Oregon 1974. The largest size aggregate in this modified mix shall be ¼"-0.

Structure

There were no problems with the removal of the old Asphaltic Concrete deck paving and the placing of the waterproof membrane.

Plans and Special Provisions

Following are listed the minor errors and omissions in the plans and Special Provisions:

1. No typical section for paving guardrail flares.
2. The detail for construction of a paved curb outlet did not include a provision for payment.
3. The cover sheet of the plans showed the paving limits including full interchange ramps on the northbound side at the Yoncalla interchange; however, no typical sections were included showing ramp pavement widths and depths.
4. The project had one (1) road approach and two (2) road connections at the Yoncalla Interchange. There were no details showing how to construct or means to pay for the construction.
5. Typical sections were in error (Sheet 2) showing an existing 6 foot paved median shoulder when there was only a 4 foot paved shoulder, Station 752+50 to 924±. This necessitated construction of a 2 foot flat rock shoulder as detailed in the plans for other locations.

KDC:km

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT : Elkhead Road - Rice Hill Interchange

HIGHWAY : Florence-Eugene

COUNTY : Lane

CONTRACT # 9381

PREFIX # 610-1008

F.A. # IR-5-3(121)148

SUMMARY

	ORIGINAL	SEMIFINAL	+/- %
BID ITEMS	1,323,628.50	1,326,584.69	+ 0.2
ANTICIPATED ITEMS	84,300.00	5,928.20	- 93.0
CONTINGENCIES	63,356.78	63,486.81	+ 0.2
ENGINEERING	112,634.28	135,000.00 +	+ 19.9
Compaction Penalty	---	(174.13)	-----
TOTALS	1,583,919.56	1,530,825.57	- 3.4%

EXPLANATION OF OVERRUNS AND UNDERRUNS FOR [illegible]KHEAD ROAD - RICE HILL INTERCHANGE

Item No.	Title	Unit	Original Contract Quantity	Final Quantity	Percent + or -
B. I. #4	Temporary Signs	Sq. Ft.	483	1,041.75	+116.0%

Design quantity did not allow for the use of more than one lane closure sequence when contractor had separate work areas, and not enough of abrupt edge signs to sign 3 miles of abrupt edges.

B. I. #5	Temporary Barricades	Each	14	0	-100%

This bid item was deleted; see P. A. #12.

B. I. #6	Temporary Concrete Barriers, Reflectorized	Lin. Ft.	650	0	-100.0%

This bid item was deleted; see P. A. #2.

B. I. #7	Temporary Plastic Safety Markers	Each	50	27	-46%

Due to extremely restricted area for traffic adjacent to excavation at structures, a flagger was used in conjunction with standard traffic cones which left more room and safety for the traveling public.

B. I. #9	Flagmen	Hour	900	1,106	+22%

Extra flagging was necessary due to work outside scope of original contract on P. A. #4 & #7 and E.W.O. #1, #2, & #3.

B. I. #11	Ditch Excavation	Cu. Yd.	260	140.95	-46%

The ditch constructed at Station 755 had a plan quantity of 2.5 C.Y.; however, the profile grade of the ditch as determined in the field necessitated only 99.6 C.Y. excavation, causing an underrun of this quantity.

B. I. #12	General Excavation	Cu. Yd.	1,380	2,381.87	+73%

The overrun on this item was 1,001.87 C.Y. 993.57 C.Y. excavation was done on P.A. #4 and the remaining 8.3 C.Y. occurred when excavation became necessary outside neat measure sections.

B. I. #14	Watering	M. Gal.	250	24.6	-90%

The moisture content of shoulder aggregate at time of placement was sufficient for proper compaction except on hot days when water was added, thus causing an underrun of this quantity.

INDIVIDUAL OVERRUNS AND UNDERRUNS
ELKHEAD ROAD - RICE HILL INTERCHANGE

B. I. #19	Asphalt in Tack Coat	Ton	70	46.47	-34%

Used - 11,160 Gals/153,980 Sq. Yds. = 0.073 Gals/Sq. Yd
Specification - 0.10 to 0.06 Gals/Sq. Yd.
This was all the material required for the base lift on this project.

B. I. #20	12 Inch Sewer Pipe	Lin. Ft.	40	52.5	+31%

Overrun on this item was caused when payment was made for field cut pipe on one installation. At the other installation additional pipe was necessary to make connection to existing pipe when it was located by excavation.

B. I. #22	Drainage Curb	Lin. Ft.	300	404	+35%

Curb outlet and rock slope protection were placed farther down guardrail run to prevent slope erosion which caused an overrun on this item.

B. I. #24	Delineators, Type 3	Each	20	30	+50%

Delineators were placed as per typical section of ten type 3 delineators per exit ramp, causing an overrun on this item.

E.W.O. #1	Construct Type G-2 Inlets	Dollars	8,534.41	11,823.63	+39%

The original estimate was figured too low.

E.W.O. #2	Install 15" Pipe and Type G-2 Inlets	Dollars	9,350	6,646.78	-30%

One of the installations was not constructed.

E.W.O. #3	Install 18" Pipe and Type G-2 Inlet	Dollars	9,500	10,940.66	+15%

The original estimate was too low.

E.W.O. #4	Temporary Pavement Strip	Dollars	3,050	1,752.72	-43%

Most of the striping was performed by State Personnel.

E.W.O. #5	Shape Shoulder; Slide Correction	Dollars	1,500	242.42	-84%

Contractor did not perform as extensive slide repair as initially planned.

P. A. #1	On the job Training	Dollars	800	259.20	-68%

The nature of the work on this contract was basically straight forward and was finished before enough training hours could be accumulated.

INDIVIDUAL OVERRUNS AND UNDERRUNS
ELKHEAD ROAD - RICE HILL INTERCHANGE

P. A. #4	Remove and Replace Roadway Under Structure #7644A	Dollars	24,123.00	10,018.70	-59%

There was a 59% underrun on the dollar amount of this price agreement.

This work was performed at contract prices and increases were authorized for Bid Items #12, 14, 15, 17, and 18. As work on the original contract progressed, it became apparent that the work under this price agreement could be performed without increasing any of the Bid Items, with the exception of B. I. #12, General Excavation. The excavation performed was 944 Cu. Yds. which was a 70% overrun of the 583 Cu. Yds. estimated for this price agreement. The additional excavation resulted from numerous subexcavations of unsuitable materials and excavation outside of the vertical cut neat section.

P. A. #5	Haul General Excavation (Rock Ditch)	Dollars	2,070	0	-100%

Region did not approve this Price Agreement. The work on this P. A. was studied and the design was changed. As a result, the planned excavation was not required.

E.W.O. #6	Construct Road Approaches	Dollars	800	0	-100%

Contractor is filing claim.

9381

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
9-30-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(121)148

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90171

2A. COUNTY NAME: Douglas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/22/82

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Elkhead Road Interchange - Rice Hill Interchange

11. GENERAL DESCRIPTION OF WORK

Furnish and install centerline pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/22/82 as requested in Mr. Keasey's letter of 9/21/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,264 Federal Funds $1,115.

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO
FOR
Info | Inves | R/D | R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/30/82	J. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9381 9-21-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(121)148
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Douglas
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 90171
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/15/82
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION: Elkhead Road Interchange - Rice Hill Interchange
11. GENERAL DESCRIPTION OF WORK: Frontage road overlay to the north side of Interchange Ramps
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 7/15/82 as requested in Mr. Keasey's letter of 9/8/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $13,719 Federal Funds $12,057.

RECEIVED
STATE HWY ENGR
SEP 27 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Aug 1
9/27

14. DATE: 9/21/82
15. SIGNATURE OF APPROVING OFFICIAL: H. K. Haseman
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9381

L1

September 8, 1982

W.W.D. Corporation
91411 Coburg Road
Eugene, OR 97401

CON 5
#9381

Attention: Lee W. Philpott

Gentlemen:

Thank you for your letter of September 7 informing us that Fabricators, Incorporated have paid you $1,657.50.

This was in connection with a claim filed on Contract No. 9381 for paving on the Elkhead Road Interchange-Rice Hill Interchange Section of the Pacific Highway in Douglas County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jb
cc: Fabricators, Incorporated
2705 Lancaster Dr., NE
Salem, OR 97305

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

9-8-82
Noted
on cards
p

W. W. D. CORPORATION
Phone 344-5906 91411 Coburg Road
Eugene, Oregon 97401

September 7, 1982

Mr. Robert Gormsen
Manager Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Contract #9781 for paving on the Elkhead Road Interchange-Rice Hill Interchange Section of the Pacific Highway in Douglas County.

Dear Sir:

This is to advise you that Fabricators, Incorporated have paid $1,657.50, the full amount owed to us.

Yours truly,

Lee F. Philpott

Lee F. Philpott

RECEIVED
SEP 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9381 CL-82-165

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 24 1982
NORMA PAULUS
SECRETARY OF STATE

August 23, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9381

W.W.D. Corporation
91411 Coburg Road
Eugene, OR 97401

Attention: Lee F. Philpott

FILED
AUG 24 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge your letter of August 11 stating that you furnished crushed rock to Fabricators, Incorporated, in the amount of $1,657.50 and have not been paid.

The claim letter states this is in reference to the Fabricators, Incorporated Contract No. 9381 for paving on the Elkhead Road Interchange-Rice Hill Interchange Section of the Pacific Highway in Douglas County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

NOTED OK
9/1/82

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Fabricators, Incorporated
2705 Lancaster Dr., N.E.
Salem, OR 97305

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

RECEIVED
AUG 31 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

W. W. D. CORPORATION
Phone 344-5906 91411 Coburg Road
Eugene, Oregon 97401

August 11, 1982

Mr. Robert Gormsen
Manager Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Contract #9381 Elkhead Rd. Interchange - Rice Hill Interchange Section, Pacific Highway, Douglas County.

Dear Sir:

This is to advise you that we furnished the following items of crushed rock to the contractor Fabricators, Inc.:

510 cy 6"-0	@ 2.75	$ 1,402.50
68 cy 3/4"-0	@ 3.75	255.00
Total		$ 1,657.50

This material was furnished on May 24th and 25th, and is unpaid at this date.

Yours truly,
W.W.D. Corporation

Lee F. Philpott

Lee F. Philpott

sm

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9381

CL-82-125

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
[illegible]
NORMA PAULUS

July 1, 1982

IN REPLY REFER TO
FILE NO.:

Mr. Delmer Gillham
% Neuner, Dole, Caley & Kolberg
810 S.E. Douglas Avenue
Roseburg, OR 97470

FILED
JUL 02 1982
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9381

Dear Mr. Gillham:

This will acknowledge your letters of June 18 and 21, with attachments, concerning a claim in the amount of $9,676.83 for labor and equipment provided to Umpqua Sand and Gravel, subcontractor.

Your claim states this is in reference to the Fabricators, Incorporated Contract No. 9381 for paving on the Elkhead Road Interchange-Rice Hill Interchange Section of the Pacific Highway in Douglas County.

The Industrial Indemnity Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Fabricators, Incorporated
2705 Lancaster Drive, N.E.
Salem, OR 97305

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

7/16/82 BS

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NEUNER, DOLE, CALEY & KOLBERG
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

GEORGE W. NEUNER
DONALD A. DOLE, P. C.
ELDON F. CALEY, P. C.
THOMAS W. KOLBERG, P. C.
JEFFREY PUGH
BRUCE R. COALWELL

MAILING ADDRESS
P. O. BOX 1205
(503) 673-5541

June 18, 1982

Mr. Robert Gormsen
Manager, Oregon
Transportation Commission
121 Transportation Building
Salem, OR 97310

Re: Notice of Claim

Your Project Name: Elk Head Road Interchange--Rice Hill Interchange Section, Pacific Highway, Douglas County

Your Contract No.: 9381

General Contractor: Fabricators, Inc.

Dear Mr. Gormsen:

Notice is hereby given that the undersigned, Delmer Gillham, has a claim for labor and equipment used to deliver crushed aggregates to the above-mentioned project site. The undersigned claimant provided the said labor and equipment under a contract with Umpqua Sand and Gravel, a sub-contractor under the above-mentioned general contractor, Fabricators, Inc. The undersigned claimant rented trailers to Umpqua Sand and Gravel which were used on the above-mentioned project from 3/19/82 through 6/18/82. The undersigned claimant also did some hauling himself for Umpqua Sand and Gravel, on the above-mentioned project, from 6/10/82 through 6/14/82.

The amount claimed by the undersigned claimant for the said labor and equipment is $7,172.70. Umpqua Sand and Gravel has failed to pay that sum to the undersigned as agreed. The undersigned has received no payment at all from Umpqua Sand and Gravel.

The surety company issuing the performance bond for this project is Industrial Indemnity Company.

Attached to this letter are copies of the undersigned claimant's

agreement with Umpqua Sand and Gravel for the rental of the trailers, the undersigned claimant's bill for said rentals, the undersigned claimant's hauling tickets and other documentation supporting the undersigned's claim.

It is my understanding that your office will acknowledge receipt of this notice of claim and will send copies of it to the Secretary of State and to the surety company. If there is anything further that the undersigned needs to do to perfect this notice of claim or to preserve his rights herein, please notify him immediately through his attorney Bruce Coalwell, phone number 673-5541.

Very truly yours,

Delmer Gillham

Delmer Gillham
Claimant

cc: Fabricators, Inc.

NEUNER, DOLE, CALEY & KOLBERG
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

MAILING ADDRESS
P. O. BOX 1205
(503) 673-5541

GEORGE W. NEUNER
DONALD A. DOLE, P.C.
ELDON F. CALEY, P.C.
THOMAS W. KOLBERG, P.C.
JEFFREY PUGH
BRUCE R. COALWELL

June 21, 1982

Mr. Robert Gormsen
Manager, Oregon
Transportation Commission
121 Transportation Building
Salem, OR 97310

Re: Addendum to Notice of Claim

Your Project Name: Elk Head Road Interchange--Rice Hill Interchange Section, Pacific Highway, Douglas County

Your Contract No.: 9381

General Contractor: Fabricators, Inc.

Dear Mr. Gormsen:

In my Notice of Claim dated June 18, 1982, which I recently sent to you, I neglected to include certain rental charges which should have been included in the amount claimed. Umpqua Sand and Gravel began using one of my trailers on 2/15/82 rather than 3/19/82 as was stated in my letter of June 18, 1982. With the inclusion of the rental charges for the additional time period, the total amount claimed by me for labor and equipment provided to the above-mentioned project is $9,676.83.

With those two changes I believe that my Notice of Claim is complete and accurate.

Very truly yours,
Delmer P Gillham

Delmer Gillham
Claimant

cc: Fabricators, Inc.

STATEMENT

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING

RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

Umpqua Sand
Trailer rental Bed & Trimrod
and Stuck & Trailer rental

DATE	YARDS	DESCRIPTION	PER YARD	BALANCE
	55	Bal Billy		
	trip	dump	3.50	192.50
	66	trimrod		
	trip	pull Trailer	3.00	198.00
		parts & labor		9.76
	3	Truck & Trailer		
	days	rental	1.95	5.85
				1,172.76

TOTAL → 1,172.76

PAY THIS AMOUNT ↑

Recap -

Delmer Gillham

Totals by Page

625.00	(1)
650.00	(2)
700.00	(3)
675.00	(4)
700.00	(5)
75.00	(6)
245.00	(7)

£ 3,670.00

(1)

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING
RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

Umpqua Sand (page 1)
Agreement $50.00 per working day. Trailer rental for Beal Belly Dump

DATE	Belly dump	DESCRIPTION	PER DAY	BALANCE
3/19/82	Belly dump	Trailer rental	$50.00	$50.00
3/22-82	Belly dump	agreement $50.00	$50.00	$50.00
3/23/82	" "	per working day	$50.00	$50.00
3/24/82	" "	2 LOADS	$50.00	$50.00
3/25/82	" "	3 LOADS	$50.00	$50.00
3/26/82	Belly dump		$50.00	$50.00
3/27/82	" "		$50.00	$50.00
3/28/82	" "		$50.00	$50.00
3/29/82	" "	2 LOADS	$50.00	$50.00
3/30/82	Belly dump	2 LOADS	$50.00	$50.00
3/31/82	" "	Trailer rental	$50.00	$50.00
4/1/82	" "	agreement $50.00	$50.00	$50.00
4/2/82	" "	per working day	$50.00	$50.00
4/3/82	Belly dump		$50.00	$50.00
		TOTAL ►		$625.00

cont.

PAY THIS AMOUNT

(2)

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING
RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

Umpqua Sand (page 2)
Agreement $50.00 per working day. Trailer rental for Beal Belly Dump

DATE	Belly dump	DESCRIPTION	PER DAY	BALANCE
1/4/82	Belly dump	Trailer rental	$50.00	$50.00 ✓
1/5/82	" "	2 LOADS agreement $50.00	$50.00	$50.00 ✓
1/6/82	" "	3 LOADS per working day	$50.00	$50.00 ✓
1/7/82	Belly dump		$50.00	$50.00 ✓
1/8/82	" "		$50.00	$50.00 ✓
4/9/82	" "		$50.00	$50.00 ✓
4/10/82	" "		$50.00	$50.00 ✓
1/14/82	Belly dump		$50.00	$50.00 ✓
1/15/82	" "	2 LOADS	$50.00	$50.00 ✓
1/16/82	" "		$50.00	$50.00 ✓
1/19/82	" "	Trailer rental	$50.00	$50.00 ✓
1/20/82	Belly dump	agreement $50.00	$50.00	$50.00 ✓
1/21/82	" "	per working day	$50.00	$50.00 ✓
1/22/82	Belly dump		$50.00	$50.00 ✓
		TOTAL ►		$650.00

cont.

PAY THIS AMOUNT

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING
RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

Umpqua Sand (page 1)
agreement $50.00 per working day. Trailer rental for Gearwood Pull trailer

DATE	Gearwood Pull TRAILER	DESCRIPTION	PER ~~YARD~~ DAY	BALANCE
3/27/82		trailer rental	$ 50 00	$ 50 00
3/28/82	Gearwood Pull TRAILER	agreement $50.00	$ 50 00	$ 50 00
3/29/82		per working day	$ 50 00	$ 50 00
3/30/82			$ 50 00	$ 50 00
3/31/82	Gearwood Pull TRAILER		$ 50 00	$ 50 00
4/1/82			$ 50 00	$ 50 00
4/2/82			$ 50 00	$ 50 00
4/3/82	Gearwood Pull TRAILER		$ 50 00	$ 50 00
4/4/82			$ 50 00	$ 50 00
4/5/82		ILOAD	$ 50 00	$ 50 00
4/6/82	Gearwood Pull TRAILER	trailer rental	$ 50 00	$ 50 00
4/7/82		agreement $50.00	$ 50 00	$ 50 00
4/8/82		per working day	$ 50 00	$ 50 00
4/9/82	Gearwood Pull TRAILER		$ 50 00	$ 50 00
			TOTAL ►	675 -

cont.

PAY THIS AMOUNT

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING
RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

Umpqua Sand (page 2)
Agreement $50.00 per working day. Trailer rental for Beal Belly Dump

DATE	~~YARD~~ Belly Dump	DESCRIPTION	PER ~~YARD~~ DAY	BALANCE
4/23/82	Belly Dump	trailer rental	$ 50 00	$ 50 00
4/26/82	" "	agreement $50.00	$ 50 00	$ 50 00
4/27/82	" "	per working day	$ 50 00	$ 50 00
4/28/22	Belly dump		$ 50 00	$ 50 00
4/29/82	" "		$ 50 00	$ 50 00
4/30/82	" "		$ 50 00	$ 50 00
5/1/82	Belly dump		$ 50 00	$ 50 00
5/6/82	" "	trailer rental	$ 50 00	$ 50 00
5/7/82	" "	agreement $50.00	$ 50 00	$ 50 00
5/8/82	Belly dump	per working day	$ 50 00	$ 50 00
5/9/82	" "		$ 50 00	$ 50 00
5/10/82	" "	Hauck used	$ 50 00	$ 50 00
5/11/82	Belly dump	trailer	$ 50 00	$ 50 00
5/12/82	Belly dump	Bill Hauck	$ 50 00	$ 50 00
			TOTAL ►	$1,950 00

PAY THIS AMOUNT 1,700

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING

RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

Umpqua Sand (page 2)
agreement $50.00 per working day. Trailer rental for Garwood Pull Trailer

DATE	GARWOOD PULL TRAILER	DESCRIPTION	PER DAY	BALANCE
4/10/82		trailer rental	$ 50 00	$ 50 00
4/14/82		agreement $50.00	$ 50 00	$ 50 00
4/15/82		per working day	$ 50 00	$ 50 00
4/16/82	GARWOOD PULL TRAILER		$ 50 00	$ 50 00
4/19/82			$ 50 00	$ 50 00
4/20/82			$ 50 00	$ 50 00
4/21/82	GARWOOD PULL TRAILER		$ 50 00	$ 50 00
4/22/82			$ 50 00	$ 50 00
4/23/82			$ 50 00	$ 50 00
4/26/82	GARWOOD PULL TRAILER		$ 50 00	$ 50 00
4/27/82		trailer rental	$ 50 00	$ 50 00
4/28/82		agreement $50.00	$ 50 00	$ 50 00
4/29/82		per working day	$ 50 00	$ 50 00
4/30/82	GARWOOD PULL TRAILER		$ 50 00	$ 50 00
			TOTAL ►	700 —

cont.

PAY THIS AMOUNT

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING

RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

Umpqua Sand (page 3)
agreement $50.00 per working day. Trailer rental for Garwood Pull Trailer

DATE	GARWOOD PULL TRAILER	DESCRIPTION	PER DAY	BALANCE
5/4/82		trailer rental	$ 50 00	$ 50 00
5/5/82	GARWOOD PULL TRAILER	agreement $50.00	$ 50 00	$ 50 00
		per working day		1,500 00
				75 00
			TOTAL ►	1,500 00

PAY THIS AMOUNT

ROCK
LOAM
FILL DIRT
GRAVEL

DELMER GILLHAM TRUCKING

RT. 3, BOX 1596 - ROSEBURG, OREGON
PHONE 673-6975

(7)

Umpqua Sand

Hauled Pull Trailer

DATE	YARDS	DESCRIPTION	PER YARD	BALANCE
Replacing of the wheel studs on trailer was a result of driver letting lug nuts become loose and as a result completely ruined the hub & wheel. I will not assume financial responsibility for such things.				
	1	10x22 wheel		$ 55 00
	1	new cap & casing		$ 175 00
		Labor charged		$ 15 00
			TOTAL →	$ 245 00

PAY THIS AMOUNT

UMPQUA SAND & GRAVEL CO.

640 SHADY DR.
ROSEBURG, OREGON 97470
(503) 672-7723

№ 144

To Delmer Gillham

DATE 2-15 19 82

ADDRESS

PLEASE ENTER OUR ORDER FOR GOODS NAMED BELOW

QUANTITY	STOCK No.	DESCRIPTION OF ARTICLE	PRICE		AMOUNT	
1		Belly dump trailer				
		$50/day worked				

HOW SHIP	WHEN SHIP	TERMS

Authorized By [illegible]

Manager's Approval

DELMER GILLHAM TRUCKING

806 YOUNGS LANE - ROSEBURG, OR 97470
PHONE 673-6975

TRUCK TICKET No. 912

Date 6-10 19 82 Job No. _____

Truck No. G-1 Trailer No. G-3 Yards per Load 20

Name Umpqua Sand

Job Location Rice Hill

Man Hours _____ Equip. Hours 11 1/2

Loads 8 Total Yards 160 Size 1/4"

MILEAGE: Ending: _____

On Hwy. 421 Starting: _____

FUEL: 108 TOTAL _____

Haul From Roseburg
to Rice Hill R.T.

Authorized Signature Barry Gillham

DELMER GILLHAM TRUCKING

806 YOUNGS LANE - ROSEBURG, OR 97470
PHONE 673-6975

TRUCK TICKET No. 913

Date 6-11 19 82 Job No. _____

Truck No. G-1 Trailer No. G-3 Yards per Load 20

Name Umpqua Sands

Job Location Bice Hills

Man Hours _____ Equip. Hours 10

Loads 7 Total Yards 140 Size 4"

MILEAGE: Ending: _____

On Hwy. 380 Starting: _____

FUEL: 83 TOTAL _____

haul from Kaslung
to Bice Hills R.T.

Authorized Signature Barry Seyton

[illegible] • ROSEBURG, OR 97470
PHONE 673-6975

TRUCK TICKET No. 914

Date 6-14 19 82 Job No. _____

Truck No. G-1 Trailer No. G-3 Yards per Load 20

Name Umpqua Sand

Job Location River Bar

Man Hours _____ Equip. Hours 5 1/2

Loads 4 Total Yards 80 Size 1"

MILEAGE: Ending: _____

On Hwy. 220 Starting: _____

FUEL: 57 TOTAL _____

Haul from Roseburg to River Bar R.I.

Authorized Signature R Hamm

9381

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

June 23, 1982

Mr. Delmer Gillham
c/o Neuner, Dole, Caley & Kolberg
P.O. Box 1205
Roseburg, OR 97470

Re: Notice of Claim, OSHD Contract 9381
Elkhead Rd. I/C - Rice Hill I/C

Dear Sir:

I question whether you can legitimately file a claim on this project. You were supplying labor and equipment to Umpqua Sand & Gravel who is a supplier on this contract, and the trailers were not used on the project per say. Therefore it would appear to me that your fight would be with Umpqua Sand & Gravel and not Fabricators.

Sincerely,

Roy L. Houck, Jr.
President

cc Mr. Robert Gormsen
Rollins Burdick Hunter
Industrial Indemnity

RECEIVED
JUN 24 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response
nec. from

9381

4

CON 5

DATE: April 5, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IR-5-3(121)148

Contract 9381, Work Started February 8, 1982

Project Elkhead Rd. Intchge.-Rice Hill Intchge.

Highway Pacific

County Douglas

RDC:mk

cc: R. D. Church

CON 5 I-5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

DATE: March 23, 1982

TO: D.W. Greene
Project Manager

FROM: James J. Gix, P.E.
Region Construction Engineer

SUBJECT: Elkhead Road I/C - Rice Hill I/C
Pacific Highway
Douglas County
Contract 9381
Staging Change

1 Verstoeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 19 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

I have your letter and the contractor's proposal to modify the staging for the dig-outs on the subject project. This change was discussed at the pre-construction conference and we related to the favorable experience with this type of operation on the Cottage Grove - Martin Cr. project as well as the Willamette River - Goshen project.

Essentially they are proposing to take out and restore to traffic at the end of the shift, longitudinal strips within their capability. This will eliminate the need for an isolated nighttime lane closure as well as save money. While we might expect a late evening operation, I see this as inherently safer and a benefit to the public. Please proceed to prepare a price agreement as outlined in your letter and signing sketches.

jjg/cp

cc: D.O. Christensen
W. Beard

REFERRED TO
2 Beard W ✓ Stoudenmayer DHC
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Do File Due
BY FINAL DESIGN ENGINEER

Advise

Don
please review

3-23-82
This version is method used on Will. R. - Goshen. See no problem with it.
DHC + Beard

Contains Recycled Materials
81-125-1387

SP*75683-125

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

EUGENE, OREGON

March 12, 1982

FROM: D.W.Greene
Project Manager

TO: Alfred Shirley Jr.
Region Engineer

Attn: Jim Gix

SUBJECT: Elkhead Road I/C -
Rice Hill I/C
Pacific Highway
Douglas County
Contract No. 9381

Staging Change

We are forwarding this request from Fabricators, Incorporated for your approval.

They are requesting the change in staging at Stations 852 through 857. They propose to delete the barrier and control the traffic with a lane closure, as per their drawing.

Our recommendation is that this be approved except that the sign requirement for the lane closure be as per our attached drawing.

All additional sign costs would be at the contractors expense.

KDC:wh

Enclosures

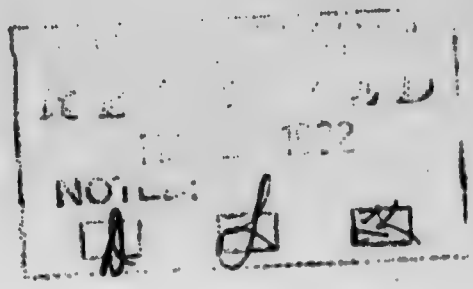
cc: Construction
File

ROSEBURG REGION
RECEIVED
MAR 15 1982

RE	RME		ROE	TE
RUE		RSR	RPR	RLE
GEO.	FAE	RBI		ATE

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

March 10, 1982



Mr. Doug Green
Resident Engineer
1849 1/2 Garden Ave.
Eugene, OR 97403

Re: Elkhead Rd. Intchge. - Rice Hill Intchge., OSHD #9381
Placing of Early Set Concrete - Bid Item 16

Dear Doug:

This will formalize our request that an alternate method be used to handle traffic during the placing of the early set concrete on the mainline between stations 852+65 and 857+15. We propose to delete bid item 6 for 650 feet of barrier at $8 per lineal foot with the understanding that the state will reimburse us the flagging cost incurred during the placement of this early set concrete. We estimate approximately 35 manhours at the bid item cost of $23 per hour for a total flagging cost of $805. This would result in a saving to the state of $4,395.

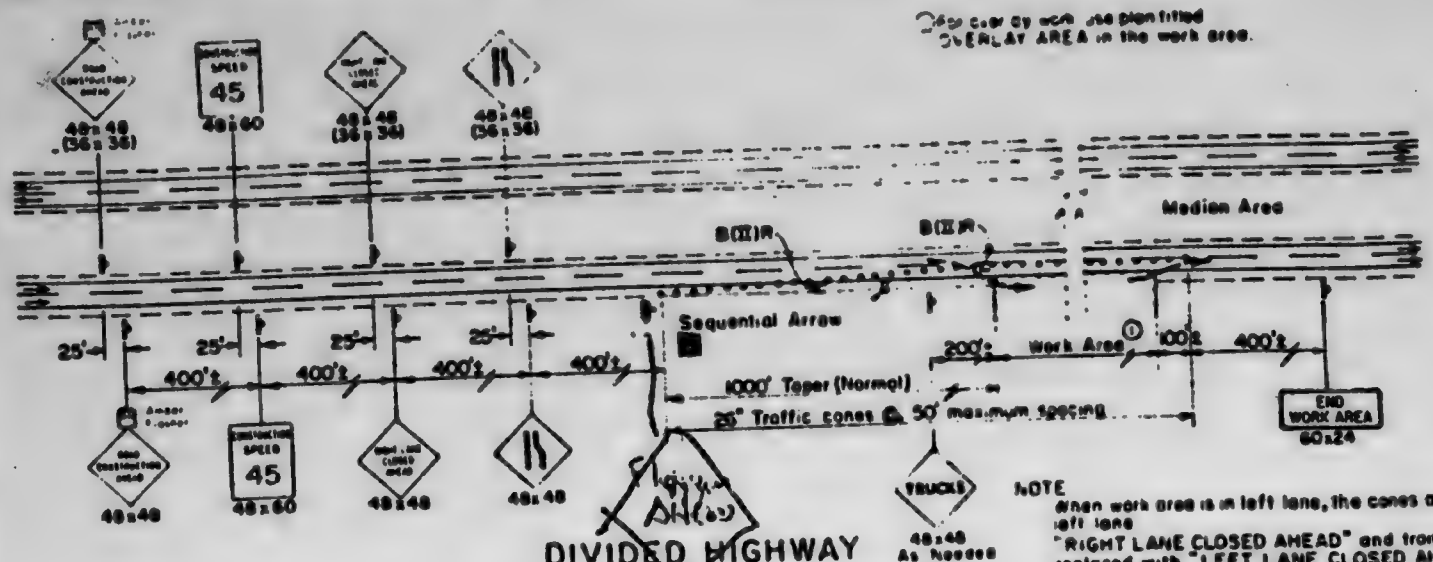
The Temporary Protection and Direction of Traffic would be as per the specifications, drawing #2201, with the addition of one flagger ahead sign in the sequence. (Drawing attached). The basic plan would be to start at daybreak the first day, go as far as we could with the grading, paving and asphalt the first day , and finish it the second day.

I see no problems in maintaining an operation to assure the protection of the traveling public under these conditions.

Sincerely,

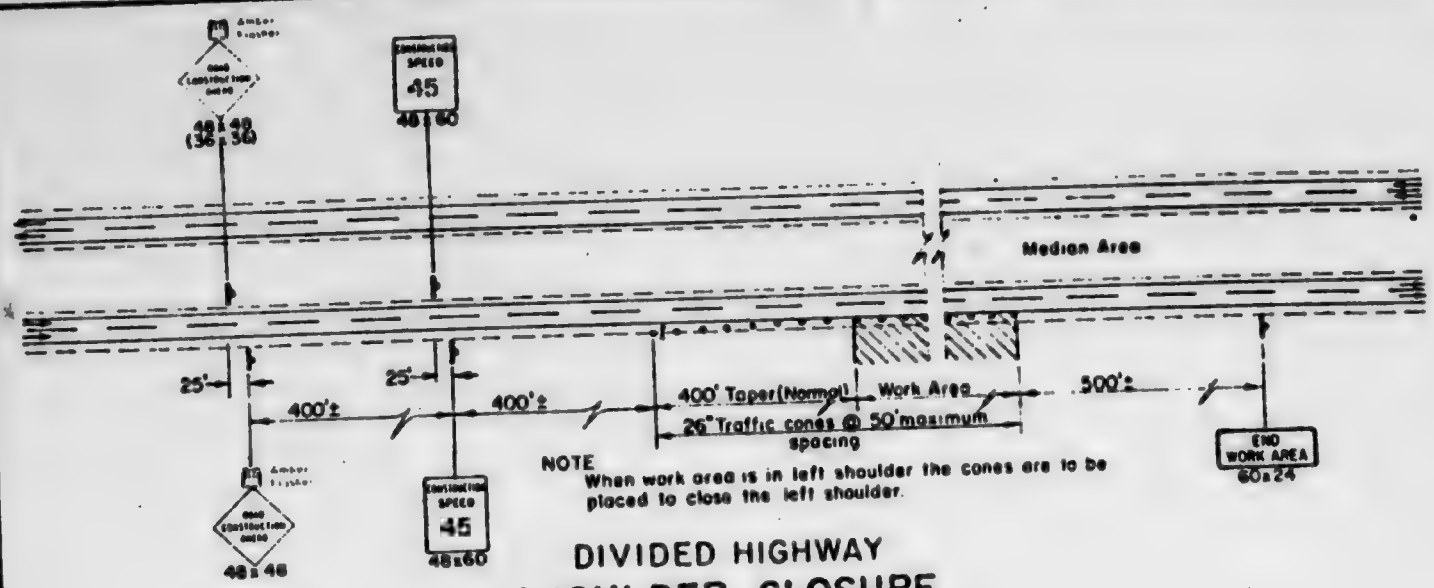
Roy L. Houck, Jr.
President

RLH:slk



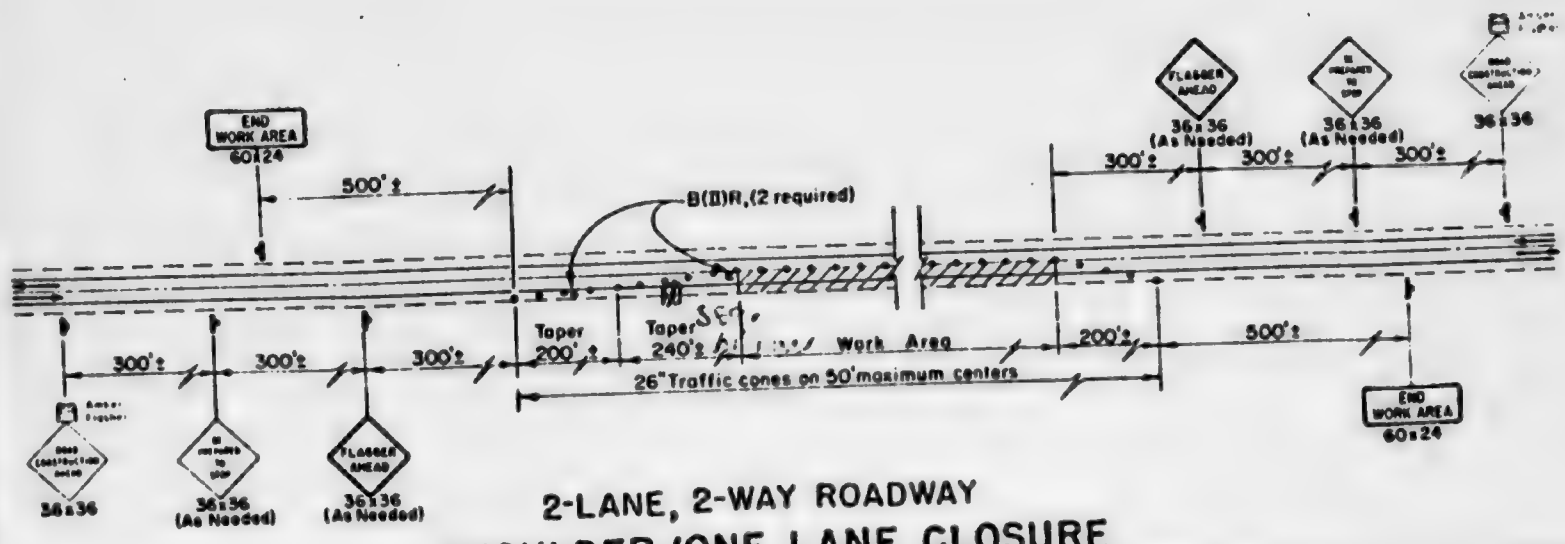
DIVIDED HIGHWAY
ONE LANE CLOSURE

NOTE
When work area is in left lane, the cones are to be placed to close left lane
"RIGHT LANE CLOSED AHEAD" and transition signs are to be replaced with "LEFT LANE CLOSED AHEAD" and transition signs
When replacing the metal median barrier in areas where the median is 9'-0" or less in width, a one lane closure, (left lane) will be required for each direction of traffic.
Where the median is more than 9'-0" in width, a one lane closure (left lane), will be used for one direction of traffic and an interior shoulder closure for the other



NOTE
When work area is in left shoulder the cones are to be placed to close the left shoulder.

DIVIDED HIGHWAY
SHOULDER CLOSURE



2-LANE, 2-WAY ROADWAY
SHOULDER/ONE LANE CLOSURE

GENERAL
• All
• Sign
• Truc
• Whe
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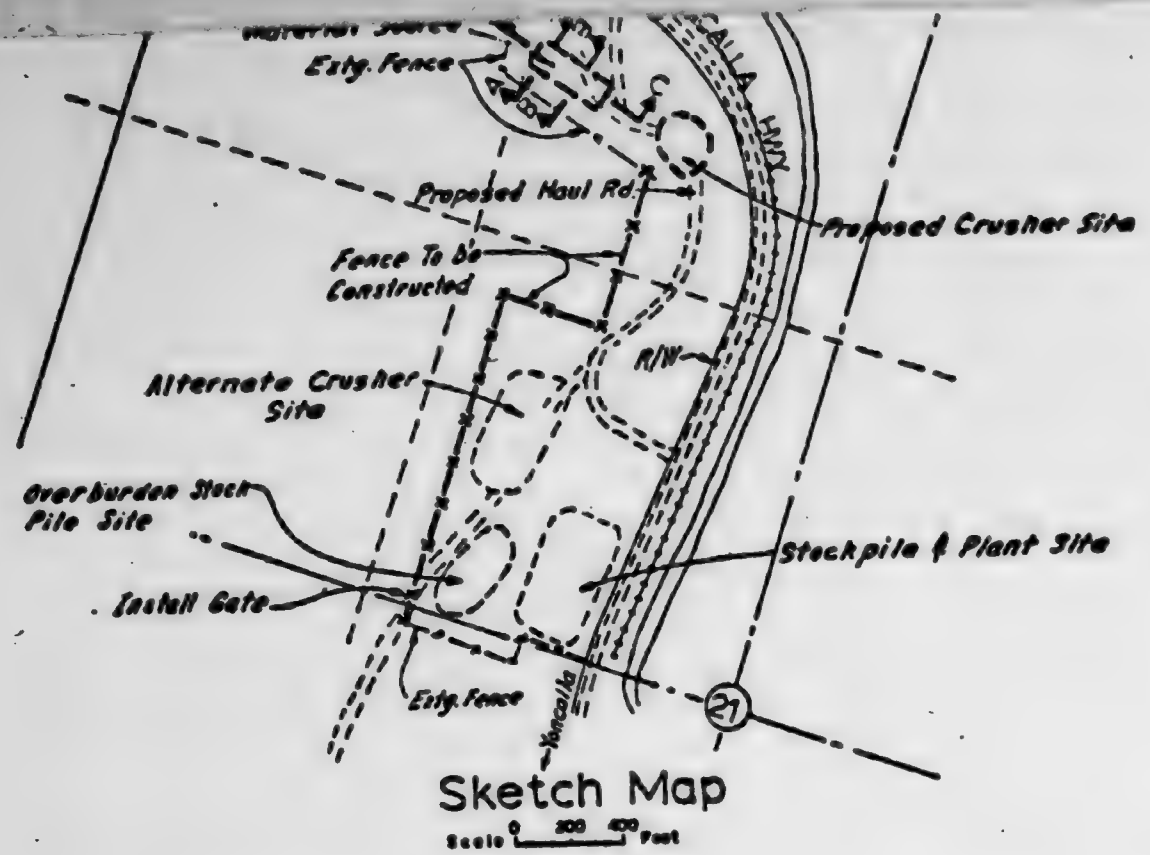
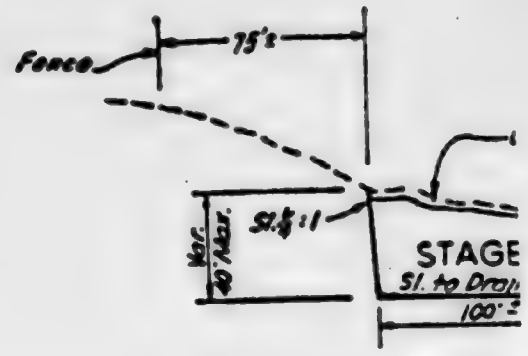
• Whe
• In
• BE
• Whe
for

P2.5-6

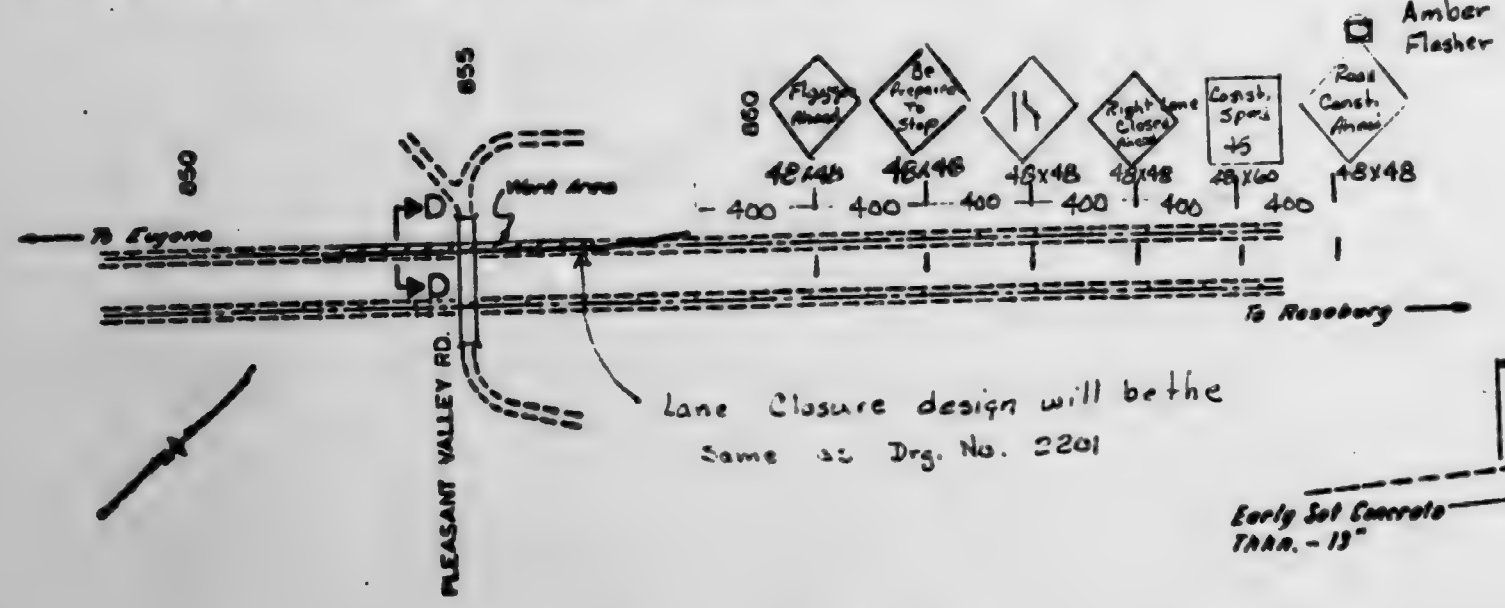


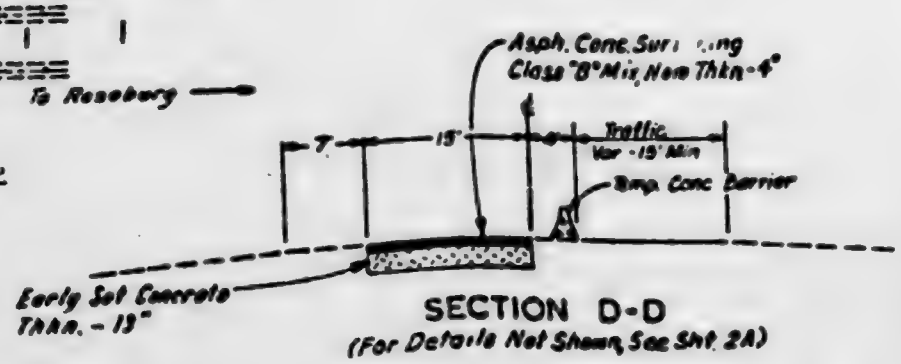


PROSPECTIVE MATERIAL SOURCE

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

The signing will be the same on both Sides of the Highway





SECTION D-D
(For Details Not Shown, See Sht. 2A)

9381

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
11-69	FEDERAL-AID PROJECT AGREEMENT 11-4-81	COUNTY Douglas
		PROJECT NO. IR-5-3(121)148

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Elkhead Rd. Intchge.-Rice Hill Intchge.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-81	6.617
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,563,919.00	$1,396,699.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 4 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. IR-5-3(121)148

Elkhead Rd. Intchg.-Rice Hill Intchg.
Pacific Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 714+00 to Sta. 1066+00)

Furnishing Field Laboratory	1 Each	2,500.00	$	2,500.00
Mobilization		All Required		62,000.00
Temporary Protection and Direction of Traffic		All Required		6,000.00
Temporary Signs	483 Sq. Ft.	4.50		2,173.50
Temporary Barricades	14 Each	75.00		1,050.00
Temporary Concrete Barriers, Reflectorized	650 Lin. Ft.	8.00		5,200.00
Temporary Plastic Safety Markers	50 Each	70.00		3,500.00
Sequential Arrow Signs	2 Each	2,500.00		5,000.00
Flagmen	900 Hour	23.00		20,700.00
Removal of Structures and Obstructions		All Required		1,000.00
Ditch Excavation	260 Cu. Yd.	6.00		1,560.00
General Excavation	1,380 Cu. Yd.	10.00		13,800.00
Rock Ditch Protection	700 Cu. Yd.	8.00		5,600.00
Watering	250 M-Gal.	10.00		2,500.00
Aggregate Shoulders	14,000 Ton	8.00		112,000.00
Early Set Concrete	2,800 Sq. Yd.	33.00		92,400.00
Class "B" Asphalt Concrete Mixture	45,000 Ton	11.00		495,000.00
Asphalt Cement in Mixture	2,475 Ton	187.00		462,825.00
Asphalt in Tack Coat	70 Ton	220.00		15,400.00
12-inch Sewer Pipe	40 Lin. Ft.	15.00		600.00
Concrete Inlets, Type G-2	2 Each	500.00		1,000.00
Drainage Curbs	300 Lin. Ft.	2.00		600.00
Delineators, Type 2	200 Each	20.00		4,000.00
Delineators, Type 3	20 Each	25.00		500.00
Membrane Waterproofing	560 Sq. Yd.	12.00		6,720.00
				$1,323,628.50

Anticipated Items

Railroad Protective Cost	All Required	$ 2,000.00
Permanent Pavement Striping	All Required	3,500.00
Asphalt Cement Adjustment	All Required	78,000.00
On-the-job Trainees (1 @ 1,000 hrs. @ $0.80)	All Required	800.00
		$ 84,300.00
	SUBTOTAL	$1,407,928.50
	Engineering	175,990.50
	TOTAL	$1,583,919.00

Length of Roadway ---------- 6.617 mi.
Cost of Roadway Per Mile ----------$239,371.16

Federal Funds ----------$1,396,699.00
State Funds ---------- 187,220.00
TOTAL $1,583,919.00

Group 1 100%
Contract No. 9381
Prefix: 610-1991
Prefix: 610-1008

9361

9-16-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(12)148

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90171

2A. COUNTY NAME: Douglas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/16/81

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Elkhead Road Interchange - Rice Hill Interchange

11. GENERAL DESCRIPTION OF WORK

High type pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Railroad Protective Services $2,000
Permanent Pavement Striping S.F. $3,500
Asphalt Cement Adjustment $75,000
on the job training $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/15/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,789,370 Federal Funds $1,577,866.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO
Mechanical
FOR

14. DATE: 9/16/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9381

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/28/81
Donald L Dart

1

Sept. 3, 1981 Bid Letting _____ All Clear Deadline

SECTION Elkhead Road-Rice Hill
Highway Pacific
County Douglas Region III
Type of Work Overlay Funds FAI
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS					
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.		X			
Corps of Engineers		X			
Coast Guard		X			
Co. Conditional Use		X			
NPS Air Pollution		X			
NPS Water Pollution		X			
CULTURAL:					
Cultural Survey		X			
Cultural Salvage		X			
NOISE:					
Noise Study		X			

2 Exc

Private Source - Permit OK

9381 C

DOUGLAS COUNTY

PLANNING DEPARTMENT

COURTHOUSE ANNEX NO. 2 - 205 S.E. JACKSON ST. - ROSEBURG, OREGON 97470 - (503) 673-1111

July 21, 1981

Elkhead Rd - Rice Hill
Wooley Property

State Highway Division
c/o Jim Bilderback
P.O. Box 1128
Roseburg, OR 97470

RE: Request for a Temporary Use Permit to allow a crushing and screening plant, a hot plant and stockpiling of materials for highway improvement in the northeast area of a 100 acre parcel in the (FF) Farm Forest Zone on property located slightly less than a mile southeast of Drain on the south and west side of Old Highway 99 and described as Tax Lot 3 in Section 21, T22S, R5W, W.M.; Tax Account Number 2103.00. File No. 81-176.

Dear Mr. Bilderback:

Property owners within 250 feet of your proposed operation have been notified of your request for a Temporary Use Permit as referenced above. No written objections have been received; however, an adjacent property owner has made comment which is addressed in the conditions of approval. (Copy of letter attached.)

The temporary use permit is hereby granted for one year effective from date of this letter. If you are unable to complete your operations within this year, renewal may be requested.

The permit shall be conditional as follows:

1. The operation shall proceed in conformity with information supplied on the application.

2. Hours of operation shall be limited to 8 a.m. to 5 p.m., Monday through Friday.

3. Department of Environmental Quality (DEQ) air, land, water and noise quality standards must be met.

4. Permit shall be for one year from date of this letter.

1 Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
2 Throop
Wakerlig

RECEIVED
JUL 27 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

dbp copy
copy

This decision will become effective fifteen (15) days from the date of this letter unless review is sought pursuant to Section 2.400 of the Douglas County Land Use and Development Ordinance. An information sheet relative to review procedures is enclosed.

Sincerely,

Keith L. Cubic
Planning Director

Betty L. Mack

Betty L. Mack
Planner

BLM/tas
Enclosure
cc: Mrs. Arthur L. Storey

INFORMATION SHEET FOR AN APPEAL OF A PLANNING DIRECTOR DECISION

The Douglas County Land Use and Development Ordinance provides a strict procedure which must be followed to appeal a Planning Director decision regarding an administrative action matter (Section 2.060a), and this procedure must be followed or an appeal cannot be accepted.

To appeal a Planning Director decision requires:

1. Filing a written Notice of Appeal with the Planning Director within fourteen (14) days of the decision sought to be reviewed.

2. The Notice of Appeal shall contain:

   a) A reference to the application sought to be appealed;

   b) A statement as to how the petitioner qualifies as a party;

   c) The specific grounds relied upon the petition request for review;

   d) The date of the final decision on the action.

3. The Notice of Appeal shall be accompanied by a nonrefundable fee of $50.00. Check should be payable to the Douglas County Treasurer.

The Planning Commission reviews, at a public hearing, the appeal from the decision made by the Planning Director. The public hearing will be held at their next regularly scheduled meeting after receipt of appeal. Appeal of an administrative decision to the Planning Commission shall be de novo. The Planning Commission will state their findings in writing and all parties to the appeal will be sent copies within thirty (30) days of the appeal hearing.

Please contact the Zoning Administrator if you have any questions or wish assistance.

9381 6-24-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-3(116)148

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90171

2A. COUNTY NAME: Douglas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/24/81

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Elkhead Road - Rice Hill

11. GENERAL DESCRIPTION OF WORK

- Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of June 18, 1981 I approve the revised Preliminary Engineering Costs to a TEC of $49,000 Federal Funds $43,168.

(Increase TEC $27,950 Federal Funds $24,623)

RECEIVED
STATE HWY ENGR
JUL 10 '81
REFER TO
FOR

Info	Invest.	R/D	D/R	Sign	Act	File

m'y to 7/10

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/24/81	G. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9381

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/9/81
Donald L. Boust

All Clear Deadline

July 9, 1981 Bid Letting

SECTION Elkhead Road-Rice Hill (N-bd Interch.)
Highway Pacific
County Douglas Region 3
Type of Work Overlay Funds FAI-3R
State ___ Consultant ___ Plans Avail. ___Yes ___No

IR-5-3(121)148

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				

2 EXC

PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			
Cultural Salvage	X				
NOISE:					
Noise Study	X				

9381

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO 6-2

June 5, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90171
Project No. IR-5-3(121)148
Elkhead Rd. Intchge.-Rice Hill Intchge. Sec.
Douglas County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 9, 1981.

JLG:bkc
Attachments

cc: Alfred Shirley, Jr. (Region 3)
General Files

734-1839

9381 C

1-5 1

ROAD DESIGN SECTION

April 29, 1981

Walt Hart
Bridge Engineer

W. E. Cole
Design Engineer Supervisor

Elkhead Road Interchange-Rice
Hill Road Interchange
[redacted] Highway
[redacted] County

The plans are being prepared to construct a 4-inch overlay on the northbound lanes of I-5.

The Bridge Log indicates 14'-5" vertical clearance on the northbound lanes at Bridge 7639A and 15'-3" vertical clearance on the northbound lanes at Bridge A7642. Obviously, a 4-inch overlay will decrease the vertical clearance to some intolerable figure. An estimate from your office on the probable cost of jacking up these bridges is requested.

This project is scheduled for a June 18 contract letting.

WEC:ja

cc Jack Sills

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action

9381

Form FHWA 121 (6/78)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-3(-)
Elkhead Rd.-Rice Hill Intchg.
(N.B. Roadway), Pacific Hwy.
Douglas County

Date: February 23, 1981

From: Acting Division Administrator

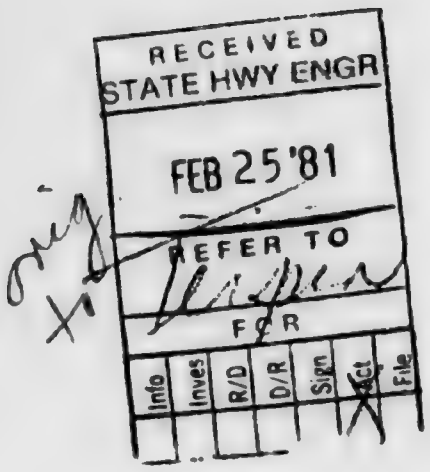
Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The surfacing design submitted with Mr. Terpin's February 6, 1981, letter for the subject project is approved.

for E. J. Valach

cc:
OSHD (F E Terpin, Loc)



9381

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-16-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IR-5-3(116)148

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ ☐

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90171

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-16-79	Interstate 5	Primary 1

GENERAL LOCATION: Elkhead Road - Rice Hill Section

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRIUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 5, 1979, you are now authorized to proceed with the above work for a TEC of $21,050 with Federal Funds limited to $18,545.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-79	G K [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9382

1981 Jackson County Pavement Marking Project on various county roads.

CdC 7494 5-29-81

9382 7-5-83 S

rn

CC: H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7-5-83	W. N. Bryant, Area Engineer	PMS-000S(103)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6/24/82	1/4/83	93 %	150 C.D.

APPROVED EXTENSIONS	LOCATION
None	Various County Roads in Jackson County

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JACKSON COUNTY PAVEMENT MARKING PROJECT

VARIOUS COUNTY ROADS

NOTED
W. E. SCHWARTZ

This project provided for the installation of relective pavement markers, reflective object markers on structures, and type II roadside delineators along various sections of county roads. A contract in the amount of $160,686.50 was awarded Kaspac Corporation DBA Kaspac Industries, Seattle, Washington on 10-14-81. Work began on 1-12-82 and was completed in reasonably close conformance with the approved plans and specifications on 6/24/82 at a final cost of $167,330.00 which includes $152,030.00 for contract work and $15,300 for construction engineering. A total of 139 of the specified 150 calendar days were used to complete the work. There were no major significant overruns or underruns.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Kasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cj 7/21

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 7/11/83	TITLE:	DATE: 7-14-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9382 2-1-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9382

January 26, 1983

Corroon & Black/Dawson & Co., Inc.
P. O. Box C34201
Seattle, WA 98124

COM 5
#9382

Attention: Marcia Ditter
Bond Department

Gentlemen or Ladies:

On January 6, 1983, we wrote to you concerning release of final payment on Contract No. 9382 awarded to The Kaspac Corporation dba Kaspac Industries, Inc., for the Jackson County Pavement Marking Project.

Final payment on this contract is $1,998 and the total contract amount is $152,030. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: The Kaspac Corporation dba
Kaspac Industries, Inc.
P. O. Box 80306
Seattle, WA 98108

The American Druggists' Insurance Co.
800 American Building
30 East Central Parkway
Cincinnati, OH 45202

bc: C. T. Keasey
Walt Hart
James Gix

9382 C 9-28-82 C Jackson Co.

JACKSON COUNTY PAVEMENT MARKING
ENGINEERS NARRATIVE REPORT

On October 13,1981 contract 9382 was awarded to Kaspac Industries for installing delineators, object markers and highway markers on various Jackson county roads.

A preconstruction conference was held on November 10,1981.

Work began on the project January 12,1982 with the installation of delineators and object markers. This work was being done on roads which were at a lower elevation and were not affected by the weather. Two flagmen with radios and signing were used. This method worked well and the work progressed rapidly. By February 25, all the work that could be done had been completed and a stop work order was issued February 26 until such time as the weather permitted the completion of the project.

Work resumed on June 7,1982. The contractor began placing highway markers. The work again progressed rapidly, at the rate of approximately 1,200 markers per day. All of the work that could be done was completed on June 24,1982 and the project was completed, calendar day count stopped and a second notification submitted.

No highway markers were installed on approximately six miles of the Butte Falls-Fish Lake Highway and entire length of the Dead Indian Road. County forces are currently in the process of reconstructing these highways.

The project used 139 of the alloted 150 calendar days. There were no price agreements, extra work orders or state force orders necessary on the project.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Watson
BY FINAL DESIGN ENGINEER

RECEIVED
SEP 28 1982
ROAD DESIGN

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Jackson County Pavement Marking — CONTRACT NO: 9382
HIGHWAY: Various County Roads — PREFIX: 215-1030
COUNTY: Jackson — FA NO: PMS-000S(103)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+OR-
	SUMMARY				
	BID ITEMS	$	160,686.50	152,032.00	-5%
	CONTINGINCIES	$	7,230.89	0	
	ENGINEERING	$	14,461.79	15,000.00	+4%
	TOTALS	$	182,379.18	167,032.00	-8%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I.8	Bi-Directional Yellow Type I Markers	Each	12,925	10,482	-19%

Two roads were deleted from the installation due to the county forces reconstruction of them, including asphalt overlays.

RECEIVED
SEP 2 1982
ROAD DESIGN SECTION

9382

STATE COPY 2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-211		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
MODIFICATION NUMBER 1	9/28/82	Project Number PMS-000S(103)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 188,279.00	$ 170,100.00
Federal funds	$ 188,279.00	$ 170,100.00
Other revisions		

This modification is made for the following reasons: to reflect estimated final costs, and to release $18,179.00 in Appn Code 140 funds, to be utilized on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of September , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 27, 1982

Federal-Aid Project
No. PMS-000S(103)

Jackson County Pavement Marking Project
Various County Roads

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 2,100.00

Type Code Y111
Delineators

Subtotal of previous estimate of October 21, 1981			$160,686.50

Previous Estimate

Flagmen	1,050 Hour	4.00	$ 4,200.00
Bi-directional Yellow Type 1	12,925 Each	2.50	32,312.50
			$ 36,512.50

Revised Estimate

Flagmen	549 Hour	4.00	$ 2,745.00
Bi-directional Yellow Type 1	10,482 Each	2.50	26,205.00
			$ 28,950.00

Decrease	$ 7,562.50
SUBTOTAL	$153,124.00
Engineering	14,876.00
TOTAL	$168,000.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 2,100.00	$ 2,100.00
Delineators	168,000.00	168,000.00
TOTAL	$170,100.00	$170,100.00

Group 1 100%
Contract No. 9382
Prefix: 515-1989
Prefix: 215-1030

9382

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
11-66	FEDERAL-AID PROJECT AGREEMENT	COUNTY Jackson
	11/4/81	PROJECT NO. PMS-000S(103)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jackson County Pavement Marking Project

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 188,279.00	$ 188,279.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.K. Loeb

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 4 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

~~Hardie~~
Gen File

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. PMS-000S(103)

Jackson County Pavement Marking Project
Various County Roads

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 5,900.00

Type Code Y111
Delineators

Mobilization		All Required	$ 500.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Sign	160 Sq. Ft.	5.00	800.00
Temporary Barricades	4 Each	20.00	80.00
Flagmen	1,050 hour	4.00	4,200.00
Delineators, Type 2	7,860 Each	13.50	106,110.00
Object Markers, Type 3	238 Each	68.00	16,184.00
Bi-Directional Yellow Type 1 Markers	12,925 Each	2.50	32,312.50
		SUBTOTAL	$160,686.50
		Engineering	21,692.50
		TOTAL	$182,379.00

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,900.00	$ 5,900.00
Delineators	182,379.00	182,379.00
TOTAL	$188,279.00	$188,279.00

Group 1 100%
Contract No. 9382
Prefix: 515-1989 (PE)
215-1030 (Const.)

9382

FORM 01-706-2000

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jackson County Pavement Marking Project	WEEK ENDING: September 11,1982
	SECTION PREFIX: 215-1030
HIGHWAY: Various County Roads	COUNTY: Jackson
NAME OF JOB: Jackson County Pavement Mrkg	KIND OF WORK: Delineators, Raised Pavement Markers & Object Mrkrs
CONTRACTOR: Kaspac Industries	CONTRACT NUMBER: 9382
	FEDERAL AID PROJECT NUMBER: PMS-000S(103)
DATE OF CONTRACT: October 14,1981	DATE WORK STARTED: January 12,1982
	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS:
	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 150
	CALENDAR DAYS USED: 139
	SPECIFIED COMPLETION DATE:
	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION: $ 182,379.18	
EXCLUSIVE OF ENGINEERING: $ 167,917.39	ENGINEERING AUTHORIZATION: $ 14,461.79
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 160,686.50	ENGINEERING COST TO DATE: $ 14,464.88
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: -4½ %	PERCENT OF AUTHORIZATION: 100 %
	DATE PROJECT WAS COMPLETED: June 24,1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVG. AGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE K CAE FOR OC SCS EEO

RECEIVED SEP 13 1982 CONSTRUCTION SECTION

OM CA IC TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The contractor has supplied the state with adequate documentation for the button epoxy. Final paperwork should be received in this office within the next week. A third notification will be submitted at that time. The semi-final estimate should be submitted within the next two weeks. No further reports will be submitted.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

November 20, 1981

The Kaspac Corporation dba
Kaspac Industries, Inc.
P. O. Box 80306
Seattle, WA 98108

CON 5
#9382

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9382 for the Jackson County Pavement Marking Project.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Enclosure

cc: Correon & Black/Dawson & Co., Inc.
P. O. Box C34201
Seattle, WA 98124

The American Druggists' Insurance Co.
800 American Building
Cincinnati, Ohio 45202

bc: C. T. Kassey
Walt Hart
Robert Church
Janice Peterson
Alfred Shirley
William Maude

9382

9-16-21

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	PMS-000S(103)
2. STATE PROJECT NO.	See below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	10138
2A. COUNTY NAME	Jackson

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/16/81	Various	Various

10. GENERAL LOCATION:

Jackson County Pavement Marking

11. GENERAL DESCRIPTION OF WORK

Delineators, Raised Pavement and Object Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 9/15/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $289,382 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
FOR
Into | Inves. | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/16/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9382

May 29, 1981

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

AGR

Attention: Waldena Terry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7494

Gentlemen:

Attached for your records is a fully executed copy of an agreement (Letter of Understanding) covering a Title II Pavement Marking Project in your County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON

PRO-6

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 12, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

Jackson County has requested a project to install delineators, raised pavement markers and zebra boards on various county roads.

Installation will be by ~~County Forces~~ Contract with ~~monitoring by~~ State Forces. performing all phases of engineering.

In summary:

Jurisdiction	Project	Total Cost	Federal Funds	State Funds	County Funds
		~~225,000~~	~~225,000~~		
County	Jackson County Pavement Marking Project	~~$183,000~~	~~$183,000~~	0	0

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:er

Attachment

orig to Herman
orig/cy file

APPROVED:

State Highway Engineer

DATE: 3-17-81

9382 4-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: PMS-000S(103)

2. STATE PROJECT NO.: See below

3. FROM: Dale W. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10138

2A. COUNTY NAME: Jackson

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/17/81

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

Jackson County Pavement Marking

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,900
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4/10/81.

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO
FOR

14. DATE: 4/17/81

15. SIGNATURE OF APPROVING OFFICIAL: G K Hoosmer

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9382

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

April 10, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10138
Project No. PMS-000S(103)
Jackson County Pavement Marking Project
Jackson County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Project Proposal and Description of Procedures.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $5,900 with an obligation of $5,900 in Federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley (Region 3)
General Files

Form 734-3122

1382.

4-9-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL GOVT. FUNDS	APPROVAL DATE
Jackson County Pavement Marking Project	$225,000	$225,000	$ 0	$ 0	3-17-81
Mt. Hood Hwy. @ Birdsdale Rd. Multnomah County	100,000	90,000	10,000	0	4-01-81
Wilsonville-Hubbard Hwy. @ Butteville Road Marion County	160,000	144,000	16,000	0	4-02-81
Sunset Hwy. @ Sellers Road Washington County	5,000	4,500	500	0	4-02-81
Farmington Hwy. @ River Rd. Washington County	5,000	4,500	500	0	4-02-81
Woodburn-Estacada Hwy. @ Kroph Road Clackamas County	5,000	4,500	500	0	4-02-81
Curry County Pavement Marking Project No. 2	180,000	180,000	0	0	4-02-81
Wilsonville-Hubbard Highway @ Fargo Road Marion County	160,000	144,000	16,000	0	4-07-81

H. S. Coulter
State Highway Engineer

April 9, 1981

9382

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 12, 1981

FROM: L. E. George
Traffic Engineer

Corrected copy

SUBJECT: Proposed Title II Pavement Marking Project

Jackson County has requested a project to install delineators, raised pavement markers and zebra boards on various county roads. Installation will be by ~~County Forces~~ Contract with ~~monitoring by~~ State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project	Total Cost	Federal Funds	State Funds	County Funds
County	Jackson County Pavement Marking Project	225,000 ~~$183,000~~	225,000 ~~$183,000~~	0	0

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:er

Attachment

APPROVED:

H. S. Coulter
State Highway Engineer

DATE: 3-17-81

1981 Sunny Valley Int.-Jumpoff 9383
Joe Cr. Sec. of Pac. Hwy. (gr, pav,
sign, safety)

9383

STATE COPY

cc: (OSHD - L. W. Rulien)

PI

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	JOSEPHINE	OREGON

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/17/86	W. N. BRYANT, AREA ENGINEER 3-17-86	I-5-2(92)68

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10/27/83	7/10/85	108 %	475 C. D.

LOCATION

I-5, 8.2 MILES NORTH OF GRANTS PASS, NORTH 4.99 MILES

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SUNNY VALLEY - JUMPOFF JOE SECTION
PACIFIC HIGHWAY
Grading, Paving, Signing and Safety

This project provided for the construction of roadbed grading, cement treated base, asphalt concrete pavement and overlay, upgrading of guardrail, installation of concrete median barrier and signing on a 4.99 mile section of Interstate 5. A contract in the bid amount of $4,406,279.50 was awarded L. T. Contractors, Inc., Sunriver, Oregon on October 21, 1981. Project work began on December 21, 1981 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on October 13, 1983 at a final estimated cost of $4,871,020.31 which includes $3,903,095.31 for original bid item work, $351,678.64 for work completed under approved price agreements, $89,078.65 for work completed under approved extra work orders, $31,592.06 for work completed by State Forces, and $495,575.65 for construction engineering.

A total of 515 calendar days were used as compared to the 475 calendar days allowed by the contract. A 45 calendar day time extension was approved by the State which eliminated all liquidated damages.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division office copy of this report.

RECEIVED
STAT HWY ENGR
MAR 19 '86
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ
3/21

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	W. N. Bryant Area Engineer	SIGNATURE	
TITLE: AREA ENGINEER	DATE: 8 1986	TITLE: FIELD OPERATIONS ENGINEER	DATE: MAR 18 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9383

January 23, 1986

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

CON 5
#9383

Attention: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of December 30, 1985, stating that you have been paid in full for your claim dated October 27, 1983, against Donmar Construction Company, Inc.

This was in connection with Contract No. 9383 with LT Contractors, Inc., for work on the Sunny Valley Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: LT Contractors Inc.
P.O. Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA 98004

bc: Secretary of State - Claim filed: 11-7-83; #CL 83-225

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
1-23-86 cc

AGC-OPERATING
ENGINEERS
TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

December 30, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: CON 5 #9383
Prime: L T Contractors, Inc.
Sub: Donmar Construction Co., Inc.

Gentlemen:

Please be advised that we have been paid in full for our claim dated October 27, 1983 on the above contract.

If you require any further information, please advise.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: Seaboard Surety Company
L T Contractors, Inc.

RECEIVED
DEC 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

August 13, 1985

COM 5
#9383

Seaboard Surety Company
330 - 106th Avenue, NE
Suite 401
Bellevue, WA 98004

On July 15, 1985, we wrote to you concerning release of final payment on Contract No. 9383 awarded to L T Contractors, Inc. for grading, paving, signing and safety work on Sunny Valley Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County.

Final payment on this contract is $9,318.39 and the total contract amount is $4,333,852.60 including $89,078.65 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

jbb

cc: L T Contractors, Inc.
P. O. Box 4448
Sunriver, OR 97702

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9383

8-2-85

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Oregon Asphaltic Paving Co. Contract No. 9577	SE Stark St.-SE Division St. Multnomah County	7-05-85
Ross Bros. Const., Inc. Contract No. 9373	Pudding River Bridge Marion County	7-09-85
Porter W. Yett Co. Contract No. 9741	Wilsonville-Hubbard Hwy. @ NE Arndt Rd. Clackamas & Marion Counties	7-09-85
Copeland Paving, Inc. Contract No. 9796	Ferris Gulch-Long Gulch Jackson County	7-09-85
Oregon Asphaltic Paving Co. Contract No. 9811	Portland Ave. @ Abernethy Ave. (Gladstone) Clackamas County	7-10-85
L T Contractors, Inc. Contract No. 9383	Sunny Valley Intch.-Jumpoff Joe Cr. Josephine County	7-10-85
Tice Electric Co. Contract No. 9828	NE 47th Ave. @ NE Oregon St. Multnomah County	7-11-85
H & H Electric, Inc. Contract No. 9895	Mt. Hood Hwy. @ Industrial Way (Sandy) Clackamas County	7-12-85
F. Kelly Somers Const. Inc. & F.L.Somers Co.,Inc., J.V. Contract No. 9601	Thornton Creek Lincoln County	7-12-85
Peter Kiewit Sons Co. Contract No. 9037	Martin Cr.-Anlauf Intch. Douglas & Lane Counties	7-15-85
Elte, Inc. Contract No. 9728	Chapman Slide Columbia County	7-16-85
Ken Leahy Construction, Inc. Contract No. 9876	Helvetia Road Intch. Washington County	7-16-85

Contractor and Contract No.	Section and County	Acceptance Date
J. C. Compton Co. Contract No. 9485	Vail Cr.-Nylund Rd. Linn County	7-25-85
Green & White Rock Products, Inc. Contract No. 9367	NW Kings Blvd.-Highland Dr. (Corvallis Benton County	7-25-85
Wildish-Corvallis Const. Co. Contract No. 9419	NW 9th St.-SPRR (Corvallis) Benton County	7-25-85
Mocon Corp. Contract No. 9403	W. Burnside St. @ SW Tichner Dr. Multnomah County	7-25-85
Abhe & Svoboda, Inc. Contract No. 9825	Salmon Creek Bridge Lane County	7-25-85
Stach Construction Co., Inc. Contract No. 9838	Umpqua River (Reedsport) Br. & Cape Creek Br. Douglas & Lane Counties	7-25-85
Eugene Sand & Gravel, Inc. Contract No. 9776	"Q" St.-S. "A" St. (Springfield) Lane County	7-25-85
Comco dba Salem Road & Driveway Contract No. 9802	Mt. Angel-Abiqua Creek Marion County	7-25-85
Roseburg Paving Co. Contract No. 9794	NE Garden Valley Blvd.- NE Diamond Lake Blvd. Douglas County	7-25-85
S. J. Groves & Sons Co. Contract No. 9668	L.R.T. O'Xing. of UPRR (Holladay St.) Multnomah County	7-30-85
Bend Aggregate & Paving Co. Contract No. 9956	Bend Rock Production Deschutes County	7-30-85
Wildish-Corvallis Const. Co. Contract No. 9605	Rice Hill-Metz Hill Intch. Douglas County	7-30-85
Fabricators, Inc. Contract No. 9640	Manbrin Dr. N.-Stark St. N. Marion County	7-31-85

Contractor and Contract No.	Section and County	Acceptance Date
C. C. Meisel Co., Inc. Contract No. 9659	East McMinnville Intch. Yamhill County	7-31-85
F. Hodgson & Sons Contract No. 9742	NW Hoge Ave.-NW Harbor Blvd. (Ptld.) Multnomah County	8-01-85
Linnco Electric Co. Contract No. 9842	Hillsboro-Silverton Hwy. @ Boones Ferry Rd. Marion County	8-01-85

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$ 62,073,774.32	$ 62,073,774.32
Anticipated Costs	$ 69,167,764.28	$ 69,167,764.28
% Overrun (Underrun)	+11.43%	+11.43%

August 8, 1985

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9383

I-5

Vertoog
Anderson
Adams Kvern RK
Macnab
Edwards
Terpin
Trost
Wakeley

RECEIVED
NOV 27 1984
ROAD DESIGN SECTION

Do not File
Return to
Branch
Action

PROJECT MANAGERS NARRATIVE

SUNNY VALLEY INTERCHANGE- JUMP-OFF JOE CREEK

CONTRACT NO. 9383

NOTED
N. E. MANN

This contract was awarded to L.T. Contractors,Inc. of Sun River on Oct. 14,1981 for grading, paving, signing and safety.

The preconstruction conference was held on Dec. 1 in Region Office at Roseburg. There were representatives from L.T. , Bogart Const. Slate Const. and Ameada Mining and Construction Inc. attending this meeting. E.E.O. and Safety was covered in depth. The Contractor provided a list of suppliers and sub-contractors they would use.

The first activity on the project was the removal of metal barrier and placement of temp. concrete median barrier in the locations where median drain pipes were to be installed. This work started in late March of 1982.

The Prime Contractor worked on the weigh scale site at Beincourt Bar during this time also. All aggreate was produced at this site which is 2 miles down stream from Sunny Valley Intch. on Upper Graves Creek. This source is 100% dredge tailings.

GRADING BY SLATE CONSTRUCTION

Started work on April 5,1982
Completed work on June 18,1982
Slate removed fence and guard rail so they would have a 2-way haul road along the existing frontage road. Clearing started on April 12

with a Cat 245 hoe and 2 Cat dozers on the cuts along the N.B. lane. Merchantable logs were sold. Brush,tops and stumps were burned in the waste area.
Grading started April 21 with cats pioneering cuts. The plans called for serrated slopes. One sliver cut was too narrow for a dozer to do this work. Permission was given to rough up the face of this cut with the hoe as it excavated the cut..

The material was moved from the cuts to waste areas by 3-180 payhaulers and 2-627B scrappers. Water placed of haul road as needed to control dust. The contractor was given permission to waste material at Sta. 547 Lt. on State and Private property. This was a shorter haul than to 564 as called for on the plans. It is doubtful if the planned area would have held all of the excavated material.

Cuts were down to the Frontage Road by mid May. Set out to continue down to final sub-grade. Moister was encountered in two cut slopes. It wasn't possible to cut serrations in slopes where the dozers were getting stuck. The 235 hoe attempted to serrate thse wet slopes where the material would stay in place.

On June 8th, Slate reported the cut at 575 lt. was moving. This area was excavated,toe trench dug, a perf. pipe system installed and class 700 rip rap placed on June 17 and 18. This work was paid for under P.A. #9. This completed work by Slate on the project.

Slate did a good job of clearing, excavating and serrating slopes. The finish work at sub-grade was marginal. Most of this work was in small and irregular shaped areas that normal grading equipment could not operate in. These areas were later shaped up by the Prime Contractor after traffic was switched to the new aligment and the old pavement removed.

The cuts were seeded and mulched in mid October by Altos Inc. Their equipment couldn't reach the tops of the higher cuts. A local erosion control contractor loaned them equipment that allowed Altos to complete their work.

DRAINAGE BY L.T. CONTRACTORS

The drainage of this project consisted of inlets, pipes along side median barrier and cross pipes to get rid of collected water, existing (EXTEND) pipe, end slopes, rip rap at out lets and down the slope pipes.
An extensive system of perf. pipe was designed to be installed under the C?T?B? where the vert. cut is between the existing travel lane and truck lane. This was revised and moved to the out side of the truck climbing lanes and only placed on the high side of the curves. (Bob, Please discuss.)
Drainage curbs were installed along E.P. as needed.
Thrust blocks were added at the out let ends of the down the slope pipes and paid for with P.A. # 5. This P.A. also paid for sumps to be placed in inlets. These were requested by Maintenance to keep sanding material out of pipes.
A roto mill grinder was used to cut the A.C. for the median drain pipes. The loose material was bladed back in to the trench and rolled down until excavation started. The metal median rail had been removed and replaced with temp. concrete barrier in these areas prior to grinding.
Pipes installation started about mid April and continued thru June.

CRUSHING

Ameada Mining and Construction Inc. produced C.T.B., Shld. and A.C. aggreate at Beincourt Bar from Feb. 26 until Sept. 22,1982.
This was a small crusher and had trouble producing spec material. 3/4"0 and 1½"-0 was attempted before deciding 1"-0 would be produced for C.T.B. aggregate. These changes occured between 2/26 and 4/20.

The 3/4"-1/4" A.C. rock was produced from 2/26 thru 7/30 and was in spec's most of the time.
The 1/4"-0 was produced from 2/26 thru 9/22 and ran borderline or out out of spec's part of the time, but when combined with the 3/4"-1/4", the mix was in spec's. New target values were set for this product.

C.T.B. PLACEMENT BY L.T.

C.T.B. placement started of May 26th and was completed of July 28th. A major revision in general excavation, C.T.B aggreate and base design was made under P.A.7.
The plans called for removal of existing shld. paving and aggreate on the truck climbing lanes. This was changed to use the existing material by grinding the A.C. shoulder and mixing it with existing shld. aggreate. Cement was added and road mixed to make a 6" base lift for the truck climbing lane. This was covered with plant mix C.T.B.
The road mix was placed May 21- 25. The plant mix went down May 26th thur July 28th.
Any surplus base and ground A.C. that wasn't used in road mix was used as shld. aggregate and sub-grade where existing ditches were shaped up and paved.
Aggreate shld. material placed,excavation for and placement of class 50 rip rap in ditches occured the first week in August.
The project was down August 7 thur 18 waiting for the paving crew.

A.C. PAVING BY L.T.

Paving started of August 19th covering C.T.B on truck lanes and 1" leveling course was placed on existing travel lanes except where alignment changes. Pavers left the project on August 27th.

On August 25th the A.C. mix started to behave different, slicks behind screed, purpleish color, unstable after rolling etc. Mix in semi's was flat with pools of liquid on top. When dumped in a windrow it slumped and appeared very wet.
Seventeen loads were rejected prior to placement. An additional strip 12x2800' was ground out where bad mix had been placed. This strip was badly rutted prior to it's removal.
Meetings were held, tests were taken, results showed contamination in mix by recycled burner fuel. Burner fuel was tested and contained material found in the contaminated mix. The contractor switched burner fuel and is considering a claim at this time.
Paving resumed of Oct. 12, widning narrow areas on shlds and median. After tests indicated contamination was less than before, main line paving resumed Oct. 14th and finished paving on November 11. The weather was wet and cold most of this time which resulted in rough joints etc. Some patching and grinding was done the following Spring.
Copeland Paving was hired to pave some narrow shlds. and ditches. They also leveled and placed seal on the structures at Sunny Valley Inter change on September 30 and October 5.

BARRIER,GUARD RAIL,FENCE AND DELINEATORS
BY BOGART CONSTRUCTION

Donmar started producing concrete median barrier at Copelands yard on 12/21/81. This operation continued thru 4/7/82. These units were inspected by personnel from this office.
Bogart Construction, a sub-contractor started metal median barrier removal the first week of April when median drains were installed. This rail was replaced with temp. concrete barrier.
Starting on October 21, barrier was placed in its perminate position and aligned horizontally. Grouting followed alignment with a slow, sloppy application. The exposed grout under the barrier was not finished at the time of application. The contractor spent a lot of time later trying to improve the looks of the grout.
The final coat of paint was placed in mid July of 1983.
Some excess grout was paid for on a price agreement where the existing profile of the median was different than that shown on the plans.
This same sub-contractor re-built the metal guard rail, installed type 2 fence and delineators. Most of this work went well, but very slow. Some of the posts installed had a preserative that caused damage to the galvanized hardware. These posts and blocks were re-drilled, plastic pipe and felt washers placed on P.A. #14.
Special 8' long guard rail posts were used along the Rat Creek fill.

A slide at station 574 activated on March 14,1983 immediately North of slide repair work done by Slate Construction in June of 82.

L.T. Contractors removed material until it stopped moving on April 7th on E.W.O.

L.T. Contractors Inc. started slide removal on Sept. 9 under P.A.# 17. This work included removal,drainage,filter cloth,rip rap and shoulder barrier.
This was completed of October 11 and approved by Region and the Fedral Hwy . Area Engineer on October 12th.
A 45 day time extention was granted to cover slide repair work.

The advance, oversize signs were removed on October 13. This completed work by the contractor on this project.

TRAFFIC CONTROL

Special signs "trucks use lower gears" and extra flaggers were used on Sexton Mt. summit to warn traffic of slow moving, one lane traffic on the down grades. This seemed to help the truckers and also made it safer for the Contractors and States personnel.

CHANGES IN DESIGN

A noise barrier designed for Sunny Valley, on the left was not constructed at the request of the property owners. They did not want their view cut off by a mound of dirt.

Drinage work designed to place perf . pipe and drain rock inside two existing wood tunnels was deleted. The Contractor felt this work as too dangerous as the tunnels had started to collapse. Two alternate plans were presented to the State by the Contractor, but were not accepted.

Six orders for Force Work, eighteen Price Agreements and four Orders for Extra Work were written during this project.

This project under ran about 1%.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT:Sunny Valley Intchge-Jumpoff Joe Creek — CONTRACT NO: 9383
HIGHWAY: Pacific — PREFIX NO:N617-1009
COUNTY: Josephine — F.A.NO: I-5-2(92)68

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+OR-
		SUMMARY			
	BID ITEMS	$	4,406,279.50	3,904,037.42	-11
	PRICE AGREEMENTS(UNANTIC)	$		36,116.78	
	E.W.O.S(UNANTIC)	$		88,670.94	
	S.F.O.S(UNANTIC)	$		31,950.94	
	ANTICIPATED ITEMS	$	171,716.35	315,319.22	+84
	CONTINGINCIES	$	206,630.08		
	ENGINEERING	$	367,342.36	485,000.00	+32
	TOTAL COST	$	5,151,968.29	4,861,095.30	-6

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I.4.	Temporary Signs	Sq.Foot	411	1,728	+320

Part of the temporary signs installed per plans were not in the proper locations and had to be duplicated. Extra signs were used to control downhill traffic when narrowed down to one lane. There were three or four seperate operations, each requiring their own set up at one time.

B.I.6.	Temporary Plastic Safety Markers	Each	190	150	-21

Used all that were required on stage construction. Price Agreement Number One was used to change methods as they were not practical as shown on the plans.

B.I.7. Same as above. Also, paving and grading was completed the first year.

B.I.10.	Temporary Check Dams	Each	400	0	-100

Grading was completed in one season. Permanent seeding and mulching was applied.

B.I.11.	Temporary Sediment Barriers	Each	10	0	-100

Same as above.

B.I.15.	General Excavation	Cu.Yard	188,000	172,683.5	-8

Existing uphill shoulders were not removed. Mixed in place. See P.A.7.

B.I.18.	Watering	M/Gal	1000	567.1	-43
	Used all that was required. Shorter haul road and work completed in a shorter time period contributed to underrun.				
B.I.19.	Aggregate Shoulders	Ton	30,000	17,360.86	-42
	Under Price Agreement No.7, existing shoulders, base and ground up asphalt was used to make base under part of the truck climbing lane.				
B.I.20.	Treated Base Mixture	Ton	64,600	40,730.44	-37
	Same as above.				
B.I.21.	Cement in Treated Base Mix	Ton	3,550	2,363.081	-37
	Same as Bid Items 19&20.				
B.I.23.	Asphalt Cement in Mixture	Ton	3,000	2,647.205	-12
	The actual mix design ran a lower percent of asphalt than was used in calculating plan quantity.				
B.I.25.	Asphalt in Tack Coat	Ton	60	37.21	-38
	Used all that was required. Once the leveling was down, a light spread was all that was required.				
B.I.29.	18-Inch Culvert Pipe	Lin.Foot	1,284	689	-46
	Pipe was not required.				
B.I.34.	12-Inch Slotted Drain Pipe	Lin.Foot	1,040	430	-59
	Each run was cut in half in the field. The run lengths were still more than was needed.				
B.I.38.	Concrete Inlets,Type G-2	Each	10	5	-50
	Five inlets were not needed and eliminated.				
B.I.41.	3-Inch Drain Pipe	Lin.Foot	6,600	2,853	-57
	Drainage was revised in the field to meet existing conditions. Systems were over-designed on plans.				
B.I.42.	4-Inch Drain Pipe	Lin.Foot	1,490	2,677	+80
	Drainage revised in field to meet conditions. More wet areas were found than planned for.				
B.I.43.	6-Inch Drain Pipe	Lin.Foot	3,024	3,922	+30
	Drainage was revised in the field as needed.				
B.I.44.	18-Inch Drain Pipe	Lin.Foot	200	0	-100
	Work deleted by Price Agreement No.16.				
B.I.45.	Filter Fabric	Sq.Yard	16,600	6,965	-58
	The majority of the work was deleted by Price Agreement No.16.				
B.I.46.	Gravel in Drains	Cubic Yd.	1,770	706.53	-60
	The majority of the work was deleted by Price Agreement No.16.				

2.

P.A.9A. Class 700 Riprap — Cubic Yd — 903.8
This riprap was used in a slide area.

P.A.12A. Reconstruct G-2mto G-2MA — Each — 3
Plans called for this work, but did not provide a bid item for it.

P.A.13A. Furn & Install Drain Pipe — Lump Sum — 100%
Installed at the structure to prevent erosion.

P.A.14A. Drill Post & Place PVC Pipe — Each — 506
This was requested by the state to reduce oxidation of guard rail bolts due to the treatment of posts and blocks.

P.A.14B. Drill Block,Place Felt Paper & PVC — Each — 1,161
Same as P.A.14A.

P.A.15A. Extra Grout Under Barrier — Cubic Yd — 29.82
Grout was used to fill in where the differences in elevation of the pavement caused more than the nominal depth to be used.

P.A.15B. Grout Median in Lieu of Asphalt Mix — Sq.Yard — 576.4
The plans called for the median to be paved, due to the construction methods, the paving was completed with the guard rail in place. The grout was used to fill in the areas that should have been paved.

P.A.17A. Mobilization,Ect. — Lump Sum — 100%
This was to set up equipment and develop sources for the major slide which occured after the major portion of the work had been completed and the contractor had moved off of the project.

P.A.17B. General Excavation — Cubic Yd. — 1293.3
This was the removal of unsuitable material from the slide area.

P.A.17C. Riprap — Cubic Yd. — 13,014.03
This was for the placing of rip rap material in the slide area.

P.A.18A. Filter Cloth — Square Yd. — 979.4
Additional filter cloth was used to help in draining the slide area.

EXTRA WORK ORDERS

E.W.O.1. Miscellaneous Drainge Work — $ — 1,680.38
Used to correct drainage where details are not shown on the plans and no work is called for.

E.W.O.3. Emergency Flood Repairs $ 80,692.39

During the winter, heavy rains caused a number of small slides on the access road. This was used to clean up the slides.

E.W.O.4. Backfill Barriers $ 6,298.17

The area between concrete barriers in the sawtooth section was filled with aggregate material, in order to prevent erosion and to support the upper barrier.

ENGINEERING. $ 367,342.36 485,000.00 +32

The engineering overran for several reasons. The project was located forty miles from the office. The several slides also caused a greater than normal amount of manpower to be used. Also, the alignment did not fit at the time of construction. The heavy work load of this office did not allow the manpower to check the alignment and a crew was borrowed from another office to complete the work.

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunny Valley Intchge-Jumpoff Joe Creek		WEEK ENDING: November 10, 1984
		SECTION PREFIX: 617-1009
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Sunny Valley Int-Jumpoff Joe Cr	KIND OF WORK: Grading, Paving, Signing & Safety	
CONTRACTOR: L T Contractors, Inc	CONTRACT NUMBER: 9383	FEDERAL AID PROJECT NUMBER: I-5-2(92)68
DATE OF CONTRACT: October 14, 1981	DATE WORK STARTED: December 21, 1981	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 520	CALENDAR DAYS USED 515
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
PROJECT AUTHORIZATION: $ 5,151,968.29		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 4,784,625.93	ENGINEERING AUTHORIZATION $ 367,342.36	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,375,866.16	ENGINEERING COST TO DATE $ 487,376.28	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN -9 %	PERCENT OF AUTHORIZATION 133 %	DATE PROJECT WAS COMPLETED: October 27, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.99	4.99			4.99
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.99	4.99			4.99
TOTAL ESTIMATED QUANTITIES (CONTRACT)	188,000cy	94,000tn			47,800tn
TOTAL QUANTITIES CORRECTED TO DATE	172,683cy	53,000tn			53,000tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	172,683cy	53,000tn			53,000tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 14 1984
CONSTRUCTION SECTION

FE ... OM ... TC ... SA ... CC ... MA ... OCS ... FILE ...

CONTR. NO: 9383

DATE: Nov. 10, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: The semi-final estimate for the project has been submitted.
No further reports will be submitted.

for Maude

SIGNED _____ LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9383

Law Offices

HUSK GLEAVES SWEARINGEN LARSEN & POTTER

EDWARD A. BUTLER (1905-1981)
RONALD W. HUSK
VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY
THOMAS B. RUSSELL
WILLIAM H. MARTIN
MARTHA J. RODMAN
J. LEE LASHWAY
KENNETH A. WILLIAMS
JANET D. ROBNETT
JON V. BUERSTATTE
FREDERICK A. BATSON
MICHAEL B. THARP

Eighth Floor
975 Oak Street
Eugene, Oregon 97401

Telephone
(503) 686-8833

Correspondence
P.O. Box 1147
Eugene, Oregon 97440

August 9, 1984

Joseph A. Yazbeck, Jr.
Allen & Yazbeck
200 Strowbridge Building
735 S.W. First Avenue
Portland OR 97204

RE: L. T. Contractors Obligation to Farwest Rebar Co. in the sum of $7,655 in connection with that certain project known as Sunny Valley Interchange - Jumpoff Joe Creek Section, Pacific Highway, Josephine County (Oregon Department of Transportation Contract Number 9383)

Dear Mr. Yazbeck,

This will confirm our phone conversation this date in which you have informed me Farwest's claim totalling $7,655 will be paid to Farwest on the following Schedule:

August 20, 1984	$2,655
September 20, 1984	$2,500
October 20, 1984	$2,500
	$7,655

Thank you for your cooperation.

Sincerely,

NOTED ON CARD
8-16-84 kjm

Melvin J. Beck

MJB:cle

cc: Department of Transportation (file No. CON 5 No. 9383)
L. T. Contractors
Dale Fischer
Richard E. Jones
C. W. Cooley
Bob Cooper

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AUG 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NE Resp. Rec.

9383

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HUSK GLEAVES SWEARINGEN LARSEN & POTTER

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975 Oak Street
Eugene, Oregon 97401

Telephone
(503) 686-8833

Correspondence
P.O. Box 1147
Eugene, Oregon 97440

July 30, 1984

Seaboard Surety Company
320-108 Avenue, N.E.
Bellevue, WA 89004

RE: Farwest Rebar Co.'s surety claim in the amount of $7,655.00 in connection with that certain project known as Sunny Valley Interchange - Jumpoff Joe Creek Section, Pacific Highway, Josephine County (Oregon Department of Transportation Contract Number 9383)

Gentlemen:

As you know from previous correspondence, this office represents Farwest Rebar Co. in connection with the claim described above. Although you earlier have acknowledged receipt of Farwest's claim, you have not yet either denied nor honored the claim. Rather, you have informed Farwest that the matter has been tendered to L.T. Contractors for disposal. Please be advised that L.T. Contractors has made no effort to pay Farwest.

So that this claim may be settled without litigation, please see that Farwest is paid within ten days of the date of this letter.

Thank you for your cooperation.

Sincerely,

Melvin J. Beck

RECEIVED
AUG 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MJB:cle

cc: ✓Department of Transportation (file No. CON 5 No. 9383)
L.T. Contractors
Dale Fischer
Richard E. Jones
C.W. Cooley
Bob Cooper

9383

F

CROTHERS & CRANDALL
ATTORNEYS AT LAW

WILLIAM C. CROTHERS, JR., P.C.
DALE L. CRANDALL, P.C.

KATHLEEN A. EVANS

March 12, 1984

L. T. Contractors, Inc.
P. O. Box 4448
Sunriver, OR 97702

Re: Contract #9383:
Our Client: Dale Clarambeau
Our file C4631-1

Gentlemen:

This office represents Dale Clarambeau who was a subcontractor of Bogart Construction Co. on the above referenced contract, under which you were the prime contractor.

There is now due and owing $4,675.50 to Mr. Clarambeau for work completed by him prior to September 16, 1983, the date on which a claim was filed against the above referenced Highway Division Contract.

Since Mr. Clarambeau has completed all work called for in the contract, and since payment has yet to be made, we demand that you pay the full amount owed to our client under the contract.

If the $4,675.50 is not paid to Mr. Clarambeau within 10 days, we will have no choice but to initiate legal proceedings.

Very truly yours,

William C. Crothers, Jr.

WCC:js
Enclosure

cc: Dale Clarambeau

Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

lb/Claram2BX

RECEIVED
MAR 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed 9-16-83
in amt of $4,675.50
by Dale Clarambeau-
No action necessary-

960 BROADWAY STREET N.E. SUITE 6 SALEM, OREGON 97301 (503) 378-0225

CROTHERS & CRANDALL
ATTORNEYS AT LAW

WILLIAM C. CROTHERS, JR., P.C.
DALE L. CRANDALL, P.C.

KATHLEEN A. EVANS

March 12, 1984

Seaboard Surety Co.
Bond Department
320 - 108th Avenue, N. E., Suite 401
Bellevue, WA 98004

Re: Contract #9383:
Our Client: Dale Clarambeau
Our file C4631-1

Gentlemen:

This office represents Dale Clarambeau who was a subcontractor of Bogart Construction Co. on the above referenced contract, under which L. T. Contractors, Inc. was the prime contractor.

There is now due and owing to Mr. Clarambeau a total of $4,675.50 for work completed by him prior to September 16, 1983, the date on which a claim was filed against the above referenced contract.

Since Mr. Clarambeau has completed all work called for under the contract, and since L. T. Contractors, Inc. has failed to pay the amount due and owing in accordance with the agreement of the parties, we demand that you, as surety for L. T. Contractors, Inc., pay the $4,675.50 owing to Mr. Clarambeau.

If the $4,675.50 is not paid to Mr. Clarambeau within 10 days, we will have no choice but to initiate legal proceedings.

Very truly yours,

William C. Crothers, Jr.

WCC:js
Enclosure
cc: Dale Clarambeau

Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

lb/ClarambBX

RECEIVED
MAR 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

960 BROADWAY STREET N.E. SUITE 6 SALEM, OREGON 97301 (503) 378-0225

9383

Law Offices

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Eighth Floor
975 Oak Street
Eugene, Oregon 97401

Telephone
(503) 686-8833

Correspondence
P.O. Box 1147
Eugene, Oregon 97440

February 23, 1984

Seaboard Surety Company
320-108 Avenue, N.E.
Bellevue, Washington 98004

Re: Farwest Rebar Co.'s surety claim in the amount of $7,655.00 in connection with that certain project known as Sunny Valley Interchange-Jumpoff Joe Creek Section, Pacific Highway, Josephine County (Oregon Department of Transportation Contract Number 9383)

Gentlemen:

This office represents Farwest Rebar Co. Please advise as to the status of the above-described claim. Farwest Rebar desires to settle this claim in an expeditious manner and without the necessity of further litigation.

Thank you for your attention.

Sincerely,

Melvin J. Beck

MJB/bk

cc: Department of Transportation
L. T. Contractors, Inc.
Dale Fischer
Richard E. Jones
C. W. Cooley
Bob Cooper

RECEIVED
FEB 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Claim filed 7/27/83 -
no response rec.
from

rll
9383

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-2(92)68

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00008

2A. COUNTY NAME: Josephine

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/9/83

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Sunny Valley Interchange - Jumpoff Joe Creek

11. GENERAL DESCRIPTION OF WORK

Repair rock abuttment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/9/83 as requested in Mr. Keasey's letter of 1/26/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $5,000 Federal Funds $4,611.

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/30/84	G. K. Keasey	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9383

January 19, 1984

Harrang, Swanson, Long & Watkinson, P.C.
400 South Park Building
101 East Broadway
Eugene, OR 97401

COM 5
#9383

Attention: John B. Arnold

Gentlemen or Ladies:

As requested, attached is a copy of the Performance Bond from Contract No. 9383 awarded to L. T. Contractors, Inc., for work on the Sunny Valley Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de
Att.

HARRANG, SWANSON, LONG & WATKINSON, P.C.
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

JAMES P. HARRANG
LESLIE M. SWANSON, JR.
STANTON F. LONG
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
BARRY RUBENSTEIN
R. SCOTT PALMER
MARTHA LEE WALTERS
TIMOTHY J. SERCOMBE
A. KEITH MARTIN
SHARON A. RUDNICK
TIMOTHY A. SYLWESTER

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

MERVYN H. LOYA
ADMINISTRATOR

MAILING ADDRESS
P.O. BOX 11620
EUGENE, OREGON 97440-3820

January 16, 1984

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

#9383

Re: Sunny Valley Interchange-Jumpoff Joe Creek Section,
Pacific Highway, Josephine County
Contractor: L.T. Contractors, Inc.
Surety : Seaboard Surety Company
Agent : KL & K Associates, Inc.

Dear Sir or Madam:

Please send us a copy of Seaboard Surety's bond in the above-entitled matter. Thank you.

Sincerely,

John B. Arnold

JBA/amh

RECEIVED
JAN 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-15

VICTOR ATIYEH
GOVERNOR

Department of Transportation

FILED
JAN 17 1984
NORMA PAULUS
SECRETARY OF STATE

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 16, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9383

R. & J. Earth Boring
8354 Rogue River Highway
Grants Pass, OR 97526

Attention: Burrell Endeman

Gentlemen:

This will acknowledge your letter dated January 5, 1984, to William Maude and attached statement filing a claim against the following Highway Division contract:

FILED BY:	R. & J. Earth Boring
AMOUNT:	$10.00
FOR:	Labor and materials
AGAINST (Prime contractor)	L T Contractors, Inc.
SUBCONTRACTOR:	Bogart Construction
CONTRACT NO.:	9383
PROJECT:	Sunny Valley Interchange-Jumpoff Joe Creek Section, Pacific Highway, Josephine County
SURETY:	Seaboard Surety Company
AGENT:	KL & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

1-18-84 Kjm

cc: L T Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0186

January 5, 1984

#9383

Mr. William Maude
2690 N. Pacific Hwy.
Medford, Oregon

Dear Mr. Maude.

After talking with you a couple of weeks age I feel it necessary to write you this letter. I hate taking action to get paid for the job in Sunny Valley, but it seems this is the only way.

On April 22, 1983 I worked 5¼ hrs. for Bogart Construction on the grade above Sunny Valley. I patiently waited for 2 months but was never paid. The first statement I sent to Bogart Construction was on May 1, 1983.

On or around July 1st, I called Bogart Construction and they promised to pay within a couple of weeks. After 2 weeks I called again and they promised to send a check on July 21, 1983 when I was to do a few more hrs. of work on the same job.

On July 21, 1983 I did another 6 3/4 hrs. drilling for them. At this time the foreman said he forgot mh check, He said he would have them send it to me.

Since the work I performed in July I have called Bogart Construction at least 4 times; each time they promised to pay with no results. When I sent the July statement to them I also billed them again for the April work.

Arround the middle of Oct., I was informed to sent statements to all those involved. So I sent a copy to Bogart Construction, L. T. Contractors in Bend, and also one to you.

Since Oct. I have made 2 calls to L. T. Contractors at Bend. Each time they informed me they wouldn't pay me unless they were forced to.

It is now 1984, and this money has veen owed to me for all this time. It appears it will not be paid without some kind of actiom. The amount being $271.25 in April and $338.75 in July.

Per our telephone conversation, I am writing this letter. Hope you can get some action for me.

Thank You.

Sincerely,

Burrell Endeman
R. and J. Earth Boring

Enc.

RECEIVED
JAN 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Oregon State Highway Division Res. Engineer
REC'D _____ Medford
JAN 9 1984
1 2 3 4 5 6 7 8 9
Res. A Res A Res. office

R. & J.
EARTH BORING

8354 Rogue River Hwy. • Bs. 664-1189
Grants Pass, OR 97526 • Res. 582-1138
Earth Sampling & Testing • Sign & Post Holes • Pilaster Holes
Burrell Endeman, owner

STATEMENT

DATE 10-20-83

Bogart Construction
87825 Houston RD.
Venetta, Oregon

INVOICE #					
April 22-83 6249	Drilling Hours 5 1/4 @	45	00	236	25
	Travel Hours 1 @	35	00	35	00
July 21-83 5337	Drilling 6 3/4			303	75
	Travel 1			85	00

these Bills have not been Paid
as of This Date 10-20-83

Copies To:
Bogart Construction
LT Contractors
State of Oregon

TOTAL $ 610.00

RECEIVED
JAN 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

CROTHERS & CRANDALL
ATTORNEYS AT LAW

WILLIAM C. CROTHERS, JR., P.C.
DALE L. CRANDALL, P.C.

KATHLEEN A. EVANS

January 6, 1984

CERTIFIED MAIL

#9383

Mr. Bogart
Bogart Construction Co.
8725 Houston Road
Venita, OR 97487

Re: Contract #9383 and 9350
Dale Clarambeau

Gentlemen:

This office represents Mr. Dale Clarambeau concerning monies owed to him for work done for you on contracts with the State and including:

1.	Contract #9383	$4,675.50
2.	Contract #9350 and other work	1,645.50
	Total	$6,321.00

Claim filed 9-16-83

Claim for $ 1,935 Clarambeau 12-28-83

These amounts have not been paid and unless the sum of $6,321.00 is paid within 10 days, legal action will be commenced.

Very truly yours,

William C. Crothers, Jr.

WCC:js

cc: Dale Clarambeau

Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

RECEIVED
JAN -9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

30/ClaramBX

960 BROADWAY STREET N.E. SUITE 6 SALEM, OREGON 97301 (503) 378-0225

CL 83.253

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 1 1983
NORMA PAULUS
SECRETARY OF STATE

November 29, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9383

Harrang, Swanson, Long & Watkinson
Attorneys and Counselors at Law
P. O. Box 11620
Eugene, OR 97440

Attention: John B. Arnold

Gentlemen:

This will acknowledge a copy of your letter to the Secretary of State and a Notice of Claim dated November 21, 1983, on behalf of Bogart Construction concerning the following Highway Division contract:

FILED BY:	Bogart Construction
AMOUNT:	$223,689.82 plus interest
FOR:	Labor and materials
AGAINST (Prime contractor):	L T Contractors Inc.
CONTRACT No.:	9383
PROJECT:	Sunny Valley Interchange-Jumpoff Joe Creek Section, Pacific Highway, Josephine County
SURETY:	Seaboard Surety Company
AGENT:	KL & K Associates, Inc.

NOTED C...
Dec 2 1983
kjm

We note that you have advised the surety and the contractor of this claim.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

RECEIVED
DEC 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: L T Contractors Inc.
P. O. Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please advise us of the filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

731-0188

HARRANG, SWANSON, LONG & WATKINSON, P.C.
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

JAMES P. HARRANG
LESLIE M. SWANSON, JR.
STANTON F. LONG
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
BARRY RUBENSTEIN
R. SCOTT PALMER
MARTHA LEE WALTERS
TIMOTHY J. SERCOMBE
A. KEITH MARTIN
SHARON A. RUDNICK
TIMOTHY A. SYLWESTER

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

MERVYN H. LOYA
ADMINISTRATOR

MAILING ADDRESS
P O BOX 11620
EUGENE, OREGON 97440-3820

November 22, 1983

CERTIFIED - RETURN RECEIPT REQUESTED

CERTIFIED
P 401 016 729
MAIL

Ms. Norma Paulus
Oregon Secretary of State
State Capitol Building
Salem, Oregon 97310

Re: Notice of Claim on Bond
Oregon State Highway Division Contract 9383

Dear Ms. Paulus:

Enclosed please find a Notice of Claim on Bond relative to the above contract which we ask be filed in accordance with ORS 279.528.

Sincerely,

JOHN B. ARNOLD

John B. Arnold

JBA:cms

Enclosure (1)

cc: State of Oregon Department of Transportation-Highway Division
Seaboard Surety
L T Contractors, Inc.
Donald Bogart

RECEIVED
STATE HWY ENGR
NOV 23 '83
REFER TO
Johnson
FOR

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON BOND

To: State of Oregon
Department of Transportation
Highway Division

Notice is hereby given that Donald Bogart, dba Bogart Construction, has a claim for labor and materials for the installation and repair of concrete median barrier in the sum of $125,689.82, and a further claim for the sum of $98,000.00 as and for the reasonable rental value of temporary concrete median barrier for the period April through October, 1982, all with respect to Oregon State Highway Division Contract 9383. The total amount claimed is $223,689.82, plus interest at the statutory rate from the date of this notice, against Bond No. 884914 in which L T Contractors, Inc. is the principal, Seaboard Surety is the surety, and State of Oregon, Department of Transportation, Highway Division, is the owner.

Dated this 21 day of November, 1983.

BOGART CONSTRUCTION

Donald Bogart

By:
Donald Bogart
P.O. Box 700
Veneta, Oregon 97487

cc: Oregon Secretary of State
Seaboard Surety
L T Contractors, Inc.

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

GALTON, POPICK & SCOTT

ATTORNEYS AT LAW

8TH FLOOR, WILCOX BUILDING
506 S.W. 6TH AVENUE
PORTLAND, OREGON 97204
(503) 222-3411

HERBERT B. GALTON, P.C.
LEONARD POPICK, P.C.
GARY M. GALTON, P.C.
ALAN M. SCOTT, P.C.
CHARLES D. COLETT
WILLARD E. MERKEL
JILL BACKES

LEGAL ASSISTANT:
ANN PETERSON-MEIER

November 9, 1983

Seaboard Surety
320 - 108th Avenue N. E.
Suite 401
Bellevue, Washington 98004

L. T. Contractors, Inc.
1114 S. Canyon Drive
Redmond, Oregon 97756

Donmar Construction Co., Inc.
and
Bogart Construction
c/o John B. Arnold
Attorney at Law
400 South Park Building
101 East Broadway
Eugene, Oregon 97401

Oregon Department of
Transportation
Transportation Building
Salem, Oregon 97310

State of Oregon
Secretary of State
Salem, Oregon 97310

Re: Claim of OREGON LABORERS-EMPLOYERS TRUST FUNDS
SEABOARD SURETY COMPANY, Bond No. 884914
Project: SUNNY VALLEY INTERCHANGE TO JUMP OFF
JOE CREEK, Section - Pacific Highway, No. 9383

Gentlemen:

This is to give all parties above-named notice of intent of Oregon Laborers-Employers Trust Funds to institute legal action on the Notice of Claim of Public Works Bond dated October 5, 1983. The amount involved is $50,051.88.

Unless full payment is received in our Office on or before fifteen (15) days from the date of this letter, appropriate action will be instituted together with an additional request for accruing interest, attorneys' fees and costs. As this is the final notice that you will receive prior to legal action, we encourage your remittance as stated herein.

Very truly yours,

Herbert B. Galton

HBG/cwr

cc: Vermeer, Van Lom, Cronn, Hughes

RECEIVED
NOV 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383 CL 83-225

bc: Secretary of State - Please advise of your filing date and number of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 7 1983
NORMA PAULUS
SECRETARY OF STATE

November 2, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9383

AGC-Operating Engineers Trust Funds
PO Box 4668
Portland, OR 97208

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated October 27, 1983, concerning the following Highway Division contract:

FILED BY:	AGC-Operating Engineers, Local 701 Trust Funds (G & B Management Services, Inc.)
AMOUNT:	$3,122.63 plus $343.54 liquidated damages, and $295.67 interest. TOTAL: $3,761.84 as of October 20, 1983.
FOR:	Fringe benefits due employees of Donmar Construction Co., Inc.
AGAINST (Prime contractor)	L T Contractors Inc.
CONTRACT NO.:	9383
PROJECT:	Sunny Valley Interchange-Jumpoff Joe Creek Section, Pacific Highway, Josephine County
SURETY:	Seaboard Surety Company
AGENT:	KL & K Associates Inc.

NOTED ON CARD 11-9-83 dc

We will advise the surety and the prime contractor of the receipt of this claim. We note that you have forwarded it direct to the Secretary of State.

RECEIVED
NOV - 8 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when the claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

L T Contractors Inc.
PO Box 4448
Sunriver, OR 97702

AGC-OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 428 972 045

October 27, 1983

Seaboard Surety Co.
320 108th Ave. NE
Suite 401
Bellevue, Wash. 98004

Re: Project: OSHD 9383 - Sunny Valley Interchange - to Jump Off Joe Creek Section - Pacific Hwy.
General: L. T. Contractors, Inc.
Surety: Seaboard Surety Co.
Bond No: 884914
Subcontractor: Donmar Construction Co., Inc.

Gentlemen:

Enclosed you will find a Notice of Claim regarding the above project. Copies of the Claim have been mailed to the Secretary of State, Oregon Department of Transportation, L. T. Contractors, Inc., Donald J. Bogart dba Bogart Construction Company and Donmar Construction Co., Inc.

We enclose a breakdown of the hours not reported. The amount due as of October 20, 1983 is $3,761.84.

We would appreciate hearing from you regarding this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator
BJW:lkp
cc: Delinquency Committee
Jerome B. Buckley, Jr.
Secretary of State, #428 972 046
Donald J. Bogart dba Bogart Construction Co., #428 972 047
L. T. Contractors, Inc., #428 972 048
Seaboard Surety Co. c/o KL & K Associates, #428 972 049
Donmar Construction Co., Inc., #428 972 050
Department of Transportation, #428 972 051

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR.
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
FRANCIS WICKLANDER
CHARLES WALLING

I.U.O.E. Local 701
AGC Oregon-Columbia Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

RETURN RECEIPT REQUEST
#P428 972 051

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Department of Transportation
121 Transportation Building
Salem, Oregon 97310

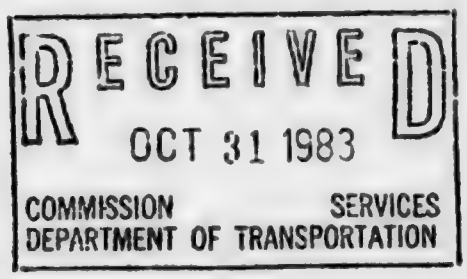
Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of DONMAR CONSTRUCTION CO., INC., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of THREE THOUSAND ONE HUNDRED TWENTY TWO and 63/100ths DOLLARS, ($3,122.63) contributions, together with liquidated damages of THREE HUNDRED FORTY THREE and 54/100ths DOLLARS ($343.54) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about , bond no. 884914 on which L. T. CONTRACTORS, INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and SEABOARD SURETY CO., is the surety, for that project known as CONTRACT NO. 9383, SUNNY VALLEY INTERCHANGE - TO JUMP OFF JOE CREEK SECTION - PACIFIC HWY., Josephine County, Oregon.

DATED: October 27, 1983

G & B Management Services, Inc.

Gary Harrison, Secty/Treas.
Administrator, AGC - Operating
Engineers Local 701 Trust Funds
PO Box 4668
Portland, Oregon 97208

*Subject to revision



OPERATING ENGINEERS EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS - PER CERTIFIED PAYROLLS

Donmar Construction Co., Inc.

OSHD: 9383 - Sunny Valley Interchange to Jump Off Joe Creek Section - Pacific Hwy.

RECEIVED
OCT 31 1983
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

	1982				1983			
	April R/Chg.	July	Aug.	Oct.	Dec. / Jan.	Feb.		Total
Foreman, Neal 573-46-0159		12.0	11.	8.5	27.0	87.5	88.0	234.0
Huckstep, Delmar 556-50-4865		12.0	14.5	37.5	8.0			72.0
Hanna, Jack SS# Unknown				130.0	76.0			206.0
Powers, Randy 543-56-9733	53.0							53.0
Thorne, Michael 542-70-4285						93.0	89.0	182.0
Total Def. Hours	53.0	24.0	25.5	176.0	111.0	180.5	177.0	747.0
Contributions:								
H & W @$1.30	$ 68.90	$1.58	$ 37.92	$ 40.29	$278.08	$175.38	$285.19	$279.66 $1,165.42
Pension @ 1.47	77.91	1.47	35.28	37.49	258.72	163.17	265.34	260.19 1,098.10
Training @ .10	5.30	.10	2.40	2.55	17.60	11.10	18.05	17.70 74.70
CIAF @ .05	2.65	.05	1.20	1.28	8.80	5.60	9.03	8.85 37.41
Vacation @ 1.00	53.00	1.00	24.00	25.50	176.00	111.00	180.50	177.00 747.00
Sub Total	$207.76		$100.80	$107.11	$739.20	$466.25	$758.11	$743.40 $3,122.63
Liquidated Dam.	25.51		14.96	15.59	78.04	51.07	79.91	78.46 343.54
*Interest	34.85		13.86	13.78	80.41	41.40	59.92	51.45 295.67
	$268.12		$129.62	$136.48	$897.65	$558.72	$897.94	$873.31 $3,761.84

*Interest was calculated at 12% per annum for each delinquency through October 20, 1983.

4283

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-2(92)68

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-20-83

4. PROGRAM NO.

5. ITEM NO. 00008

2A. COUNTY NAME Josephine

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-22-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

SUNNY VALLEY INTERCHANGE - JUMPOFF JOE CREEK SECTION

11. GENERAL DESCRIPTION OF WORK

Credit to project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Keasey's letter of October 17, 1983, I approve the credit to the subject project covering salvaged guardrail for a total amount of $13,799.50; FF $12,695.00. (SFO #4)

RECEIVED
STATE HWY ENGR
OCT 26 '83

REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VG 10/26

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-20-83	G. K. Hoosen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9383

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-2(92)68

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00008

2A. COUNTY NAME: Josephine

10-17-83

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/8/83

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Sunny Valley Interchange - Jumpoff Joe Creek Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install delineators on median barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [x] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [xx] CONSTRUCTION PROCEED ON ~~AN ACCEPTED CONTRACT~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/8/83 as requested in Mr. Keasey's letter of 10/10/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approve for a TEC of $1,200 Federal Funds $1,031.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to

14. DATE: 10/17/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoesner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9383

CL 83-208

bc: Secretary of State - Please advise us of the filing number and date of the attached claim on the enclosed copy of this letter. Claim filed directly by Fred Hughes.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9383

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

FILED
OCT 13 1983
NORMA PAULUS
SECRETARY OF STATE

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen or Ladies:

This will acknowledge the Revised Notice of Claim dated October 5, 1983, and addressed to Seaboard Surety concerning the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$50,051.88 which includes liquidated damages of $4,865.83 and interest of $4,827.56
FOR:	Fringe benefit contributions due employees of Bogart Construction and/or Donmar Construction Co., Inc.
AGAINST (Prime contractor)	L.T. Contractors, Inc.
CONTRACT NO.:	9383
PROJECT:	Sunny Valley Interchange-Jumpoff Joe Creek Section, Pacific Highway, Josephine County
SURETY:	Seaboard Surety Company
AGENT:	KL & K Associated, Inc.

NOTED ON CARD
Oct 20, 1983
kjm

We note that you have notified the contractor as well as the Secretary of State.

Please advise this office when the claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Seaboard Surety Company
320 108th Avenue NE, Suite 401
Bellevue, WA 98004

L.T. Contractors Inc.
PO Box 4448
Sunriver, OR 97702

731-0188

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

CERTIFIED
P226313387
MAIL

REVISED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Seaboard Surety
320 - 108th Avenue N.E.
Suite 401
Bellevue, Washington 98004

We have been informed that Donmar Construction Co., Inc. is an assignee, sub-contractor, successor, subsidiary, common enterprise or alter-ego of Bogart Construction on that project known as Sunny Valley Interchange to Jump Off Joe Creek, Section - Pacific Highway, #9383, Josephine County, Oregon. Based upon this information, notice is hereby given that the Oregon Laborers-Employers Trust Funds are claiming fringe benefit contributions due, based upon all laborer hours worked by employees of Bogart Construction, and/or Donmar Construction Co., Inc., working under the jurisdiction of the Oregon, Southern Idaho, Wyoming and Utah District Council of Laborers. This claim is in the sum of Fifty Thousand Fifty-One and 88/100 dollars ($50,051.88), which includes liquidated damages of Four Thousand Eight Hundred Sixty-Five and 83/100 Dollars ($4,865.83) and interest of Four Thousand Eight Hundred Twenty Seven and 56/100 Dollars ($4,827.56) against Bond No. 884914, which L.T. Contractors, Inc. is the principal, State of Oregon, Department of Transportation, Highway Division is the owner, and Seaboard Surety is the surety. This claim revises our previous claim dated June 29, 1983 in order to add additional amounts found due.

DATED: October 5, 1983

cc: L.T. Contractors, Inc.
Bogart Construction
Oregon Department of Transportation
Secretary of State
Donmar Construction Co., Inc.

RECEIVED
OCT - 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON LABORERS-EMPLOYERS
Trust Funds

By Fred A. Hughes

Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Avenue
Portland, Oregon 97210

227-6012

ADDENDUM
OREGON LABORERS-EMPLOYERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND RELATED
AMOUNTS - PAYROLL EXAMINATION OF

Bogart Construction Company/Donmar Construction Company, Inc.-
Project #9383 - Sunny Valley Interchange to Jump Off Joe Creek
Section - Pacific Highway
Employer #0844

		1982			
		May	R/Chg	June	Totals
Batterton, Thomas					
548-02-2049					
Total Unreported Hours:		111.5		31.5	143.0
Contributions:					
Health & Welfare	@ $1.40	$156.10	@ $1.70	$ 53.55	$209.65
Pension	@ 1.50	167.25	@ 1.50	47.25	214.50
Training	@ .10	11.15	@ .10	3.15	14.30
CIAF	@ .05	5.58	@ .05	1.58	7.16
Vacation	@ 1.00	111.50	@ 1.00	31.50	143.00
Sub Total		451.58		137.03	588.61
*Interest		53.52		16.25	69.77
Liquidated Damages		66.90		18.96	85.86
Total		$572.00		$172.24	$744.24

*Calculated @ the rate of 12% per annum from the due date of each delinquency to September 20, 1983.

This report is an addendum to our previous report dated July 15, 1983.

Fred A. Hughes
Trust Coordinator

October 5, 1983

RECEIVED
OCT - 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

CL 83-193

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 27 1983
NORMA PAULUS
SECRETARY OF STATE

September 20, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9383

Dale Clarambeau
215 Elma Avenue SE
Salem, OR 97301

Dear Mr. Clarambeau:

This will acknowledge your letter of September 16, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Dale Clarambeau
AMOUNT:	$4,675.50
FOR:	Stripping paint from guardrail
AGAINST (Prime Contractor):	L.T. Contractors, Inc.
SUBCONTRACTOR:	Bogart Construction Co.
CONTRACT NO.:	9383
PROJECT:	Sunny Valley Interchange-Jumpoff Joe Creek Section, Pacific Highway Josephine County
SURETY:	Seaboard Surety Co.
AGENT:	KL & K Associates, Inc.

9-28-83 kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Seaboard Surety Co.
320 108th Avenue, NE
Suite 401
Bellevue, WA 98004

L.T. Contractors, Inc.
PO Box 4448
Sunriver, OR 97702

√bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Dale Clarambeau
215 Elma Ave Se.
Salem, Oregon 97301

Robert Gorensen
Dept. Transportion
Salem, Oregon 97310

Sept. 16, 1983

Dear Sir:

In a letter I wrote you Sept. 9 1983 asking your help in collecting an account from Bogart Construction Co. a sub- contractor under L.T. Contractors Inc. on Sunny Valley Intchge. Jumpoff Joe Cr. Oregon State Highway Contract no. 9383. In the amount of $7527.21. L.T. Contractors Inc. has as of this date paid $2851.71 of that amount. Makeing a balance do of $4675.50 for stripping paint from guard rail.

I would appreciate your help in collecting this account.

Thank You

Dale Clarambeau

RECEIVED
SEP 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383 CL 83-162

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 19, 1983

FILED
AUG 23 1983
NORMA PAULUS
SECRETARY OF STATE

Farwest Rebar Company
P.O. Box 889
Eugene, OR 97440

IN REPLY REFER TO
FILE NO.:
CON 5
#9383

RECEIVED
AUG 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Charles W. Cooley
Treasurer

Gentlemen:

This will acknowledge the Notice of Claim dated July 27, 1983, concerning the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$7,655
FOR:	Material
AGAINST (Prime contractor)	L T Contractors, Inc.
SUBCONTRACTOR:	Bogart Construction Co.
CONTRACT NO.:	9383
PROJECT:	Sunny Valley Interchange- Jumpoff Joe Creek Section, Pacific Highway, Josephine Co.
SURETY:	Seaboard Surety Co.
AGENT:	KL & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: L T Contractors, Inc.
P.O. Box 4448
Sunriver, OR 97702

Seaboard Surety Co.
320 - 108th Ave., NE
Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF CLAIM

(Oregon Public Works)

To: Oregon Department of Transportation
Attn: Robert Gormsen, Commission Services
I21 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned FARWEST REBAR CO. has a claim for Furnishing Fabricated Reinforcing Steel, F.O.B. Jobsite by Farwest Rebar Co. in the sum of Seven Thousand Six Hundred Fifty Five Dollars ($7,655.00) against the bond taken from L. T. Contractors, Inc., as principal and Seaboard Surety Company, as surety or sureties, for the work of Contract No. OSHD 9383, Sunnyvalley Interchange, Jumpoff Joe Creek Interchange, Portion of Interstate 5, North of Grants Pass, Oregon.

Dated this 27th day of July, 1983.

FARWEST REBAR CO.
P. O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

CERTIFIED
P25 5110838
MAIL

RECEIVED
JUL 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: L. T. CONTRACTORS, INC.
P. O. Box 4448
Sunriver, Oregon 97702

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO.,has a claim in the sum of Seven Thousand Six Hundred Fifty Five Dollars ($7,655.00) due against the bond taken from L. T. Contractors, Inc., as principal, and Seaboard Surety Company, as surety, for the work or labor and materials performed or furnished by me on Sunnyvalley Interchange, Jumpoff Joe Creek Interchange, Portion of Interstate 5 North of Grants Pass, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Fabricated Reinforcing Steel
Furnished F.O.B. Jobsite

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

OSHD Contract No. 9383
Sunnyvalley Interchange
Jumpoff Joe Creek Interchange
Portion of Interstate 5
North of Grants Pass, Oregon

That said materials and/or labor were furnished to and received by Bogart Construction Company with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 26th day of October, 1982, which labor was performed and/or materials were furnished as follows:

Fabricated Reinforcing Steel
1" Hot Rolled Round

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 27th day of July, 1983.

FARWEST REBAR CO.
P. O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

RECEIVED
JUL 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-85

9383

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 17 1983
NORMA PAULUS
SECRETARY OF STATE

May 13, 1983

CON 5
#9383

Davison's Readymix
531 SE Mill Street
Grants Pass, OR 97526

Attention: T. R. Davison
President

APPROVED
5-20-83 BL

Gentlemen:

This will acknowledge your letter dated May 10, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Davison's Readymix
AMOUNT:	$8,403.41
FOR:	Concrete
AGAINST (Prime contractor)	L T Contractors, Inc.
SUPPLIED TO:	Donmar Construction
CONTRACT NO.:	9383
PROJECT:	Sunny Valley Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County
SURETY:	Seaboard Surety Company
AGENT:	KL & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
MAY 19
COMMISSION
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Seaboard Surety Company
320 - 108th Ave., NE
Suite 401
Bellevue, WA 98004

L T Contractors, Inc.
P.O. Box 4448
Sunriver, OR 97702

DAVISON'S
READYMIX

531 S.E. MILL ST. GRANTS PASS, OREGON 97526

476-6206 476-1423

10 May 1983

Department of Transportation
Communication Services
121 Transportation Bldg.
Salem, Oregon 97310

Reference: Contract #9383
Sunny Valley Interchange-Jump Off Joe Creek-
Pacific Hwy in Josephine County

Attention: Robert Gormsen

Gentlemen:

Reference is made to the above contract #9383 highway barrier project, of which Davison's Readymix was the concrete supplier for Donmar Construction.

As of this date the balance owed by Donmar is $8,403.41. These charges occurred as far back as January and we feel we have waited a sufficient amount of time for payment.

The prime contractor for this project is L.T. Contractor. John Fisher of L.T. Contractor is aware of the problem we have had with Donmar as far as receiving our money in a timely manner.

Please consider this letter as a claim or lien against this contract.

If any additional information is needed, please contact us.

Yours truly,

T.R. Davison
President
Ted Davison
TRD:nr

cc: L.T. Contractor

RECEIVED
MAY 1 1 1983
TRANSPORTATION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

May 5, 1983

R. M. Wade & Co.
P.O. Box 8769
Portland, OR 97208

CON 5
#9383

Attention: Peter H. Lane
Credit Manager

Gentlemen:

Thank you for your letter of April 11 stating that you had received a check from L T Contractors, Inc. in the amount of $2,137.32.

This was in connection with a claim filed against Contract No. 9383 with L T Contractors, Inc., for work on the Sunny Valley Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:bk

cc: L T Contractors, Inc.
P.O. Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 - 108th Avenue, NE
Suite 401
Bellevue, WA 98004

5.5.83

Wade Newbegin, Jr.
President

F. Dick R. Vanek
Vice President

R.M.Wade&Co.

DISTRIBUTION DIVISION

A Division of R. M. WADE & CO. An Oregon Corporation
Mailing Address: P.O. Box 8769, Portland, Oregon 97208
10025 S.W. Allen Blvd., Beaverton, Oregon 97005
Phone: Area Code (503) 641-1865 Telex: 15-1231

Twin Falls Branch—
1920C Highland Ave. East
TWIN FALLS, IDAHO 83301
(208) 733-1862

Seattle Branch—
P.O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107
(206) 632-8343

April 11, 1983

Mr. Robert W. Gormsen
Department of Transportation
Salem, Oregon 97310

Dear Bob:

Thank you so very much for your assistance on the Bogart Construction account.

We have today received a check from L. T. Contractors, Inc. which was the prime contractor in the amount of $2,137.32 on their check #1801. This check, of course, will clear the account in its entirety.

Thank you again for your help in resolving this situation with the past due Bogart Construction account.

With warm regards,

R. M. WADE & COMPANY
Distribution Division

Peter H. Lane
Credit Manager

PHL:wv
Encl.

RECEIVED
APR 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No. MAT

April 13, 1983

Dan Young
L T Contractors
P. O. Box 4448
Sunriver, OR 97702

Dear Dan:

In response to your telephone call this afternoon, enclosed is a copy of information used in the development of our Class "B" asphalt concrete mix design for the Sunny Valley Int.-Jumpoff Joe Creek Project. Should you have any questions regarding this information, give us a call.

Very truly yours,

JAMES E. WILSON JR., PE
Asst. Engineer of Materials

gs

cc: Jack Sollis
Pat Schwartz
Carroll Keasey

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

44 1839

LAB GRADATION

Form 81-734-3048

OREGON STATE HIGHWAY DIVISION

TABULATION SH

SHEET ..... OF ..... SHE

A. SHIRLEY — SUNNY VALLEY INT. - JUMPOFF JOE CR.
D. MAUGE — 617-1009
T. CONTRACTORS — GLENCOURT PIT #17-23-3

m.o. 82-5295

	3/4 - 1/4	AC 8484 5#7/82-6/14/82						
	1"							
	3/4	100 100						
	1/2	68 69						
	3/8	33 36						
	1/4	3 4						
	4	2 3						
	10	1.7 2.2						
	40	1.3 1.8						
	200	0.9 1.5						
	LB/FT³ / SP. GR.	95.8 / 2.88						
	SUIT.	DOES						
		m.o. 82-5296						
	1/4 - 0	AC 8484 5#7/82-6/14/82						
	3/4"							
	1/2							
	3/8	100 100						
	1/4	99 95						
	4	83 83						
	10	50 51						
	40	22 23						
	200	7.0 10.7						
	LB/FT³ / SP. GR.	106.3 / 2.80						
	SUIT.	DOES NOT						
		m.o. 82-5297						
	10 - 0	AC 8484 5#7/82-6/14/82						
	3/8							
	1/4							
	4	100 100						
	10	86 87						
	40	30 32						
	200	3.7 6.5						
	LB/FT³ / SP. GR.	97.3 / 2.662						
	PILL	N.P.						
	SUIT.	DOES						

orm 734-3049 (Rev. 2-79)
REGON DEPARTMENT
F TRANSPORTATION

Field

TABULATION SHE

SHEET ..... OF ..... SHEE

N Sunny Valley Int. - Jumpoff Joe Cr

W. Maude 617-1009 #9383
LT Contractors Bicncourt Pit #17-23-3

6/8/82

4-1/4)	ave 31							
3/4	100							
1/2	64.7							
3/8								
1/4	2.3							
4								
10	1.4							
40	1.2							
200	0.7							
4-0)	ave 26							
3/8	100							
1/4	88.7							
4								
10	41.5							
40	16.0							
200	5.4							
0-0)								
4	100							
10	86							
40	30							
200	3.7							

Field mix Calculations

TABULATION SHE

SHEET ..... OF SHE

NC Sunny Valley Int. - Jumpoff Jct

W. Maude 617-1009 #9383

LT Contractors Biencourt Pit # 17-23-3

6/8/82

4-1/4)	ave 31			36%		41.5-50 = 8.5 86 36.0 44.5		
3/4	100			36		2.3-58 = 55.7 84.5 31.5		
1/2	64.7			23.3		87.2		
3/8	→ 31.4			11.3				
1/4	2.3			0.8				
4	→ 1.5			0.5		mix Design		
10	1.4			0.5		6/8/82		
40	1.2			0.4				
200	0.7			0.3		36-60-4		
					3/4	100.0	0	
1-0)	ave 26	93%	93-7	64%	1/2	87.3	12.7	
3/8	100	93	100	64	3/8	75.3	24.7	
1/4	88.7	82.5	89.5	57.3	1/4	58.1	41.9	
4	→ 74.4	69.2	76.2	48.8	4	49.3	50.7	
10	41.5	38.6	44.6	28.5	10	29.0	71.0	
40	16.0	14.9	17.0	10.9	40	11.3	88.7	
200	5.4	5.0	5.3	3.4	200	3.7	96.3	
						Pass	100	
-0)		7%						
4	100	7.0						
10	86	6.0						
40	30	2.1						
200	3.7	0.3						

Form 734-3049 (Rev. 7-79)
ECON DEPARTMENT
TRANSPORTATION

Field

TABULATION SHE

SHEET ..... OF ..... SHE

NC Sunny Valley Int. - Jumpoff Joe Cr

W. Maude 617-1009 #9383
LT Contractors Bienecourt Pit # 17-23-3

6/8/82

1-1/4)	ave 31					9ccum		
3/4	100	0		36%				
1/2	64.7	35.3	35.3	12.7		12.7		
3/8 →	31.4	68.6	33.3	12.0		24.7		
1/4	2.3	97.7	29.1	10.5		42.0		
4 →	1.5	98.5	0.8	0.3		50.9		
10	1.4	98.6	0.1	—		70.6		
40	1.2	98.8	0.2	—		85.9		
200	0.7	99.3	0.5	0.2		92.5		
		100	0.7	0.3		96.0		
-0)	ave 26							
3/8	100	0		60%				
1/4	88.7	11.3	11.3	6.8				
4 →	74.4	25.6	14.3	8.6				
10	41.5	58.5	32.9	19.7				
40	16.0	84.0	25.5	15.3				
200	5.4	94.6	10.6	6.4				
		100.0	5.4	3.2				
-0)								
4	100	0		4%				
10	86	14.0	14.0	0.6		96.6		
40	30	70.0	56.0	2.2		98.8		
200	3.7	96.3	26.3	1.1		99.9		
		100.0	3.7	0.1		100.0		

orm 734-3049 (Rev. 2-79)
REGON DEPARTMENT
F TRANSPORTATION

"B" AC

TABULATION SHE

SHEET ..... OF ..... SHEE

Sunny Valley Int. - Jumpoff Joe Cr.

6/25/82

617-1009

W.I.T.CO AR2000 #82-7443

/c	4.5	5.0	5.5	6.0	6.5			
. Gr.	2.697	2.671	2.657	2.642	2.633			
tBSG	~~2.051~~ 2.053	~~2.053~~ 2.052	2.55	2.57	~~2.057~~ 2.057			
oids	6.9%	5.3%	4.0%	2.7%	2.4%			
dBSG	~~2.056~~ 2.060	~~2.053~~ 2.067	~~2.060~~ 2.062	2.62	2.62			
oids	5.1%	3.4%	2.1%	0.8%	0.5%			
s"	31	37	41	39	37			
nd's"	45	44	43	40	32			
Film	Dry	Saff.	Saff.	~~Saff~~ Thick	Thick			
urface	0 0	0 0	0+ 0+	1+ 1	3+ 3++			
emp.	232°	228°	230°	230°	230°			
	263		240					
Dry	~~240~~		~~263~~		232			
ut	197		203		216			
ndex	~~82%~~ 75%		~~77%~~ 85%		99%			
SSG	2.46 / 2.45 / 2.44		2.51 / 2.47 / 2.47		2.49 / 2.51 / 2.50			
	W.I.T.CO		AR4000		#82-7134			
Dry	282		334		333			
ut	290		315		344			
Index	103%		94%		103%			

30% (¾-¼) T82-5295
40% (¼-0) T82-5296
4% (10-0) T82-5297

Date Design 6-10-82 Mold No. 5
Project Sunny Vale Int. - Jumpoff Joe Ck.
Prefix 617-1009 % Asph. 4.5
Asphalt Witco AR 2000

	% Passing sieve	accum. wt.
3/4	0	0
1/2	12.7	139.7
3/8	24.7	271.7
1/4	41.9	460.9
4	50.7	557.7
10	71.0	781.0
40	88.7	975.7
80		
200	96.3	1059.3
P200	100	1100.0

Oven Dry =

Mix Total 1099.3 Real Gravity 2.627
Asph. Wt. 51.6
Agg. Wt. 1147.6

Temp. 232 °F
Asphalt Film Thickness DRY
Sur. Cond. 0 0

Stabilometer	1st Comp.	2nd Comp.
500	9	8
1000	13	12
2000	20	17
3000	26	23
1000	33	32
5000	41	25
6000	55	30
D	3.62	3.55
Ht.	2.30	2.29
S	35/31	50/45

~~Cohesiometer~~ T-165
L
L

	2.53	2.60
W.	1146.1	1146.6
t.	1152.7	1149.2
Wt.	700.2	707.4
ne	452.5	441.8

Mixed 6-22-82
Cured

30% (¾-¼) #82-5295
60% (¼-0) #82-5296
4% (10-0) #82-5297

Date Design 6-10-82 Mold No. 2
Project SUNNY VALLEY INT. - JUMPOFF JOE CO.
Prefix 617-1009 % Asph. 5.5
Asphalt WITCO AR2000

	% Old sieve	accum. wt.
3/4	0	0
1/2	12.7	139.7
3/8	24.7	271.7
1/4	41.9	460.9
4	50.7	557.7
10	71.0	781.0
40	88.7	975.7
80		
200	96.3	1059.3
P200	100	1100.0

Oven Dry =
Mix Total 10960 Real Gravity 2.657
Asph. Wt. 638
Agg. Wt. 11598

Temp. 230°F
Asphalt Film Thickness Suff.
Sur. Cond. Dr Dr

Stabilometer	1st Comp.	2nd Comp.
500	8	8
1000	10	10
2000	14	14
3000	19	19
4000	24	23
5000	29	25
6000	37	34
D	3.47	3.24
Ht.	2.30	2.20
S	45/41	48/43
Cohesiometer	T-165	
L		
L		
	2.55	2.62
L	1154.6	1152.6
L	1157.1	1155.0
Wt.	704.7	714.6
ne	452.4	440.4

Mixed 6-22-82
Cured

30% (¾-¼) #82-5295
60% (-0) #82-5296
4% (10-0) #82-5297

Date Design 6-10-82 Mold No. 1
Project SUNNY VALLEY INT. - JUMPOFF JOE CO.
Prefix 617-1009 % Asph. 5.5
Asphalt WITCO AR2000

	% Old sieve	accum. wt.
3/4	0	0
1/2	12.7	139.7
3/8	24.7	271.7
1/4	41.9	460.9
4	50.7	557.7
10	71.0	781.0
40	88.7	975.7
80		
200	96.3	1059.3
P200	100	1100.0

Oven Dry =
Mix Total 10960 Real Gravity 2.671
Asph. Wt. 52.6
Agg. Wt. 1153.6

Temp. 278°F
Asphalt Film Thickness
Sur. Cond. D 0

Stabilometer	1st Comp.	2nd Comp.
500	9	9
1000	12	13
2000	16	17
3000	20	18
4000	25	25
5000	31	25
6000	38	31
D	3.73	3.42
Ht.	2.30	2.20
S	41/37	49/44
Cohesiometer	T-165	
L		
L		
	2.52	2.61
L	1153.1	1152.9
L	1158.2	1154.3
Wt.	701.5	711.8
ne	456.7	442.5

Mixed 6-22-82
Cured

60% (¼-0) #82-5296
40% (10-0) #82-5297

Date Design 6-10-82 Mold No. 1
Project SUNNY VALLEY INT.-JUMPOFF JOE CO.
Prefix 617-1008 % Asph. 6.5
Asphalt WITCO AR2000

	% Ret'd sieve	accum. wt.
3/4	0	0
1/2	12.7	139.7
3/8	24.7	271.7
1/4	41.9	460.9
4	50.7	557.7
10	71.0	781.0
40	88.7	975.7
80		
200	96.3	1059.3
P200	100	1100.0

Oven Dry =

Mix Total	1096.0	Real Gravity 2.633
Asph. Wt.	96.2	
Agg. Wt.	1142.2	

Temp.	235°F	
Asphalt Film Thickness		Thick
Sur. Cond.	3+	3+

Stabilometer	1st Comp.	2nd Comp.
500	8	10
1000	11	14
2000	15	17
3000	19	
4000	24	34
5000	30	42
6000	37	50
D	3.32	3.19
Ht.	2.25	2.15
S	42/37	37/32

Cohesiometer J-165

L		
L		
	2.58	2.62
	1165.3	1148.2
	1166.5	1149.5
Wt	715.1	711.0
	451.4	438.5

Mixed 6-22-82
Cured

60% (¼-0) #82-5296
40% (10-0) #82-5297

Date Design 6-10-82 Mold No. 3
Project SUNNY VALLEY INT.-JUMPOFF JOE CO.
Prefix 617-1008 % Asph. 6.0
Asphalt WITCO AR2000

	% Ret'd sieve	accum. wt.
3/4	0	0
1/2	12.7	139.7
3/8	24.7	271.7
1/4	41.9	460.9
4	50.7	557.7
10	71.0	781.0
40	88.7	975.7
80		
200	96.3	1059.3
P200	100	1100.0

Oven Dry =

Mix Total	1095.3	Real Gravity 2.642
Asph. Wt.	67.9	
Agg. Wt.	1145.9	

Temp.	230°F	
Asphalt Film Thickness		Thick
Sur. Cond.	1+	1

Stabilometer	1st Comp.	2nd Comp.
500	8	9
1000	11	14
2000	15	19
3000	19	25
4000	24	30
5000		
6000	38	41
D	3.64	3.07
Ht.	2.30	2.15
S	43/39	44/40

Cohesiometer J-165

L		
L		
	2.57	2.62
	1158.9	1151.2
	1161.2	1153.0
Wt.	710.1	714.3
	451.1	438.7

Mixed 6-22-82
Cured

30% (3/4 - 1/4) #82-5295
60% (1/4 - 0) #82-5296
4% (10 - 0) #82-5297

A

Date Design 6-10-82 Mold No. 2
Project SUNNY VALLEY INT. - JUMPOFF JOE CR.
Prefix 617-1009 % Asph 5.5
Asphalt WITCO AR2000

	% Qlive sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
80		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total	1793.6	Real Gravity
Asph. Wt.	104.9	
Agg. Wt.	1898.0	

Temp. 254°F
Asphalt Film Thickness SUFF.
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.8"	
S		
Cohesion T-165		
L	3310	240
L		

Gravity	2.46	
% Voids		
Dry Wt.	1892.8	
Wet Wt.	1900.6	
Imm. Wt.	1132.6	
Volume	768.0	

Date Mixed 6-22-82
Date Cured

30% (3/4 - 1/4) #82-5295
60% (1/4 - 0) #82-5296
4% (10 - 0) #82-5297

A

Date Design 6-10-82 Mold No. 3
Project SUNNY VALLEY INT. - JUMPOFF JOE CR.
Prefix 617-1009 % Asph.
Asphalt WITCO AR2000

	% Qlive sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
80		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total	[illegible]	Real Gravity
Asph. Wt.	[illegible]	
Agg. Wt.	1912.3	

Temp. 251°F
Asphalt Film Thickness Thin
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.8"	
S		
Cohesion T-165		
L	3310	
L		

Gravity	2.51	
% Voids		
Dry Wt.	1911.7	
Wet Wt.	1916.8	
Imm. Wt.	1155.1	
Volume	761.7	

Date Mixed 6-22-82
Date Cured

30% (3/4-1/4) #82-5295
60% (1/4-0) #82-5296
4% (10-0) #82-5297

B

Date Design 6-10-82 Mold No. 1
Project SUNNY VALLEY INT.-JUMPOFF JOE CR.
Prefix GLT-1009 % Asph. 4.5
Asphalt WITCO AR2000

	% Cum. sieve	accum. wt.
3/4	0	0
1/2	12.2	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
80		
200	96.3	1733.4
P200	100	1800.0

	Oven Dry	Real Gravity
Mix Total	1793.6	
Asph. Wt.	84.5	
Agg. Wt.	1878.1	
Temp.	261°F	
Asphalt Film Thickness		DRY
Sur. Cond.		

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.8"	
S		
Cohesion	T-165	
L	2480	197 82%
L		

Gravity	2.45
% Voids	
Dry Wt.	1875.8
Wet Wt.	1895.2
Imm. Wt.	1128.6
Volume	764.6
Date Mixed	6-22-82
Date Cured	

30% (3/4-1/4) #82-5295
60% (1/4-0) #82-5296
4% (10-0) #82-5297

A

Date Design 6-10-82 Mold No. 4
Project SUNNY VALLEY INT.-JUMPOFF JOE CR.
Prefix GLT-1009 % Asph. 4.5
Asphalt WITCO AR2000

	% Cum. sieve	accum. wt.
3/4	0	0
1/2	12.2	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
80		
200	96.3	1733.4
P200	100	1800.0

	Oven Dry	Real Gravity
Mix Total	1793.6	
Asph. Wt.	84.5	
Agg. Wt.	1878.1	
Temp.	251°F	
Asphalt Film Thickness		DRY
Sur. Cond.		

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.8"	
S		
Cohesion	T-165	
L	2920	232
L		

Gravity	2.44
% Voids	
Dry Wt.	1874.0
Wet Wt.	1894.3
Imm. Wt.	1130.6
Volume	766.7
Date Mixed	6-22-82
Date Cured	

60% (¼-0) #82-5296
4% (10-0) #82-5297

Date Design 6-10-82 Mold No. 5
Project Sunny Valley Int.-Jumpoff Jo & Co.
Prefix GLT-1009 % Asph. 5.5
Asphalt Witco AR2000

	% Ovr sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
80		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =
Mix Total 1793.6 Real Gravity
Asph. Wt. 104.9
Agg. Wt. 1898.0

Temp. 261°F
Asphalt Film Thickness Suff.
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.8"	
S		
T-165 Cohesion		
L	2550	203 77%
L		

Gravity 2.47
Voids
Dry Wt. 1892.8
Wet Wt. 1900.2
Imm. Wt. 1135.2
Volume 765.0

Date Mixed 6-22-82
Date Cured

60% (¼-0) #82-5296
4% (10-0) #82-5297

D

Date Design 6-10-82 Mold No. 6
Project Sunny Valley Int.-Jumpoff Jo & Co.
Prefix GLT-1009 % Asph. 5.5
Asphalt Witco AR2000

	% Ovr sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
80		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =
Mix Total 1793.6 Real Gravity
Asph. Wt. 124.7
Agg. Wt. 1918.3

Temp. 260°F
Asphalt Film Thickness Thick
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.8"	
S		
T-165 Cohesion		
L	2720	216 7
L		

Gravity 2.51
% Voids
Dry Wt. 1908.7
Wet Wt. 1913.5
Imm. Wt. 1153.7
Volume 759.8

Date Mixed 6-22-82
Date Cured

36% (¾-¼) #82-5295
60% (¼-0) #82-5296
4% (10-0) #82-5297

Date Design 6-10-82 Mold No. 2
Project Sunny Valley Int.-Jumpoff Jct. Ca.
Prefix CLT-1002 % Asph. 5.5
Asphalt W.T.O. AR 4000

	% Cum. sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
-80-		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total	1793.4	Real Gravity
Asph. Wt.	104.4	
Agg. Wt.	1892.8	

Temp. 252°
Asphalt Film Thickness SUFF THICK
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.80	
S		
Cohesion (T-165)		
L	4200	334
L		
Gravity	2.46	
% Voids		
Dry Wt.	1891.1	
Wet Wt.	1895.0	
Imm. Wt.	1129.1	
Volume	476.9	
Date Mixed	6-29-82	9
Date Cured		

36% (¾-¼) #82-5295
60% (-0) #82-5296
4% (10-0) #82-5297

4"

Date Design 6-10-82 Mold No. 4
Project Sunny Valley Int.-Jumpoff Jct. Ca.
Prefix CLT-1002 % Asph. 5.5
Asphalt W.T.O. AR 4000

	% Cum. sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
-80-		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total	1[illegible].4	Real Gravity
Asph. Wt.	31.5	
Agg. Wt.	1877.9	

Temp. 252°
Asphalt Film Thickness SUFF
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.80	
S		
Cohesion (T-165)		
L	3570	[illegible]
L		
Gravity	2.40	
% Voids		
Dry Wt.	1871.8	
Wet Wt.	1904.3	
Imm. Wt.	1125.8	
Volume	778.5	
Date Mixed	6-29-82	9
Date Cured		

82-7139

36% (3/4-1/4) #82-5295
60% (1/4-0) #82-5296
4% (10-0) #82-5297

4"

Date Design 6-10-82 Mold No. 1
Project SUNNY VALLEY INT.-JUMPOFF JOE CR.
Prefix C-17-1009 % Asph. 4.5
Asphalt CO. TO AR 4000

	% Accu. sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
-80-		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total 1733.4
Asph. Wt. 84.5
Agg. Wt. 1877.9

Real Gravity

Temp. 250°F
Asphalt Film Thickness 50ff
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.80	
S		
Cohesion T-165		
L	3650	290 103
L		

Gravity 2.44
% Voids
Dry Wt. 1874.6
Wet Wt. 1894.0
Imm. Wt. 1128.1
Volume 765.9

Date Mixed 6-29-82
Date Cured

82-7134

36% (3/4-1/4) #82-5295
60% (1/4-0) #82-5296
4% (10-0) #82-5297

4"

Date Design 6-10-82 Mold No. 6
Project SUNNY VALLEY INT.-JUMPOFF JOE C
Prefix C-17-1009 % Asph. 4.5
Asphalt CO. TO AR 4000

	% Accu. sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
-80-		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total 1733.4
Asph. Wt. 174.9
Agg. Wt. 1918.1

Real Gravity

Temp. 252°
Asphalt Film Thickness THICK
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.80	
S		
Cohesion T-165		
L	4180	333
L		

Gravity 2.50
% Voids
Dry Wt. 1909.1
Wet Wt. 1913.2
Imm. Wt. 1149.6
Volume 764.6

Date Mixed 6-29-82
Date Cured

36% (3/4-1/4) #82-5295
60% (1/4-0) #82-5296
4% (10-0) #82-5297

4"

Date Design 6-10-82 Mold No. 3
Project SUNNY VALLEY INT.-JUMPOFF JOE CR.
Prefix C17-1009 % Asph. 6.5
Asphalt W.R.CO AR4000

	%Ave. sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
-80-		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total	1793.4	Real Gravity
Asph. Wt.	124.7	
Agg. Wt.	1918.1	

Temp. 260°
Asphalt Film Thickness THICK
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.80	
S		
Cohesion T-165		
L	4320	344 1039
L		
Gravity	2.51	
% Voids		
Dry Wt.	1912.7	
Wet Wt.	1915.5	
Imm. Wt.	1153.5	
Volume	762.0	
Date Mixed	6-29-82 RP	
Date Cured		

36% (3/4-1/4) #82-5295
60% (1/4-0) #82-5296
4% (10-0) #82-5297

4"

Date Design 6-10-82 Mold No. 5
Project SUNNY VALLEY INT.-JUMPOFF JOE CR.
Prefix C17-1009 % Asph. 5.5
Asphalt W.R.CO AR4000

	%Ave. sieve	accum. wt.
3/4	0	0
1/2	12.7	228.6
3/8	24.7	444.6
1/4	41.9	754.2
4	50.7	912.6
10	71.0	1278.0
40	88.7	1596.6
-80-		
200	96.3	1733.4
P200	100	1800.0

Oven Dry =

Mix Total	1793.7	Real Gravity
Asph. Wt.	107.4	
Agg. Wt.	1892.8	

Temp. 260°
Asphalt Film Thickness SUFF THICK
Sur. Cond.

Stabilometer	1st Comp.	2nd Comp.
500		
1000		
2000		
3000		
4000		
5000		
6000		
D		
Ht.	3.80	
S		
Cohesion T-165		
L	3960	315 T.I.
L		
Gravity	2.48	
% Voids		
Dry Wt.	1891.7	
Wet Wt.	1894.4	
Imm. Wt.	1134.3	
Volume	763.2	
Date Mixed	6-29-82 RP	
Date Cured		

9383 CL 83-58

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 30 1983
LOCUS PADUS

March 29, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9383

R. M. Wade & Co.
P.O. Box 8769
Portland, OR 97208

RECEIVED
APR 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5-13-83

Attention: Peter H. Lane
Credit Manager

Gentlemen:

This will acknowledge your letter of March 23, 1983, with attached invoices filing a claim against the following Highway Division contract:

FILED BY:	R. M. Wade & Co.
AMOUNT:	$2,095.41
FOR:	Material
AGAINST (Prime contractor)	L T Contractors Inc.
FURNISHED TO:	Bogart Construction
CONTRACT NO.:	9383
PROJECT:	Work on Sunny Valley Interchange- Jumpoff Joe Creek Section Pacific Highway Josephine County
SURETY:	Seaboard Surety Company
AGENT:	K L & K Associates Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc L T Contractors Inc.
P.O. Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA 98004

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

1-0188

Wade Newbegin, Jr.
President

F. Dick R. Vanek
Vice President

R.M.Wade&Co.

DISTRIBUTION DIVISION

A Division of R. M. WADE & CO. An Oregon Corporation
Mailing Address: P.O. Box 8769, Portland, Oregon 97208
10025 S.W. Allen Blvd., Beaverton, Oregon 97005
Phone: Area Code (503) 641-1865 Telex: 15-1231

Twin Falls Branch—
1920C Highland Ave. East
TWIN FALLS, IDAHO 83301
(208) 733-1862

Seattle Branch—
P.O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107
(206) 632-5343

March 23, 1983

Mr. Robert Gormsen
State of Oregon
Transportation Department
Room 121
Transportation Bldg.
Salem, Oregon 97310

Dear Bob:

Pursuant to our phone conversation on Wednesday in regards to our lien placed against Bogart Construction, Inc. of Veneta, Oregon.

Enclosed please find copies of our invoices totaling $2,095.41.

Invoice Date	Invoice Nbr.	Amount
12/29/82	B-16273	$1844.13
1/14/83	B-16819	251.28
	TOTAL	$2095.41

These two invoices represent merchandise released to Bogart Construction in regards to their contract #9383 with the State of Oregon for the Sunny Valley Creek Job.

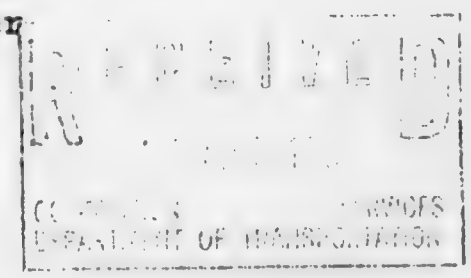
We want to formally notify you of our notice of claim and I would greatly appreciate your efforts in effecting payment of the above invoices which are now seriously past due.

With warm regards,

R. M. WADE & COMPANY
Distribution Division

Peter H. Lane
Credit Manager

PHL:wv
Encls.



Claims for shortage must be made on receipt of goods. After goods are delivered to Transportation Company in good order and receipt taken, our responsibility ceases. Claims for loss and damages must be made against the Transportation Company.
We will not accept merchandise returned without our consent. A restocking charge will be assessed on merchandise we are asked to restock through no fault of ours.

LATE CHARGE on all past due accounts will be at rate as shown on Wade monthly statement.

R.M. Wade & Co.
DISTRIBUTION DIVISION

A DIVISION OF R. M. WADE & CO., AN OREGON CORPORATION
MAILING ADDRESS: P.O. BOX 8769 • PORTLAND, OREGON 97208-8769
COMPANY LOCATION: 10025 S.W. ALLEN BLVD. • BEAVERTON, OREGON 97005-4198
D-U-N-S 00-903-3333 TELEPHONE (503) 641-1865

DATE SHIPPED	FILLED BY
1.14.83	
SHIPPED FROM	CHECKED BY
VIA	B/L NO.

COPY
No. B 16819

DATE OF INVOICE
JAN 14 1983

CUST. NO.	960104	SALESMAN NO.	27

SOLD TO. BOGART CONSTRUCTION
87825 HOUSTON RD
VENETA OR 97487

SHIPPED TO.

POSTED 6.

TERMS
NO. 1 - NET 10th OF MONTH FOLLOWING PURCHASE.
NO. 2 - 1% 10th OF MONTH FOLLOWING PURCHASE. NET 20th OF MONTH.
NO. 3 - 2% 10th OF MONTH FOLLOWING PURCHASE. NET 20th OF MONTH.
NO. 4 - 2% 10th OF MONTH FOLLOWING PURCHASE. NET 20th OF 2nd MONTH.
NO. 5 - 5% 10th OF MONTH FOLLOWING PURCHASE. NET 20th OF MONTH.
NO. 6 - 2% 10th OF MONTH FOLLOWING PURCHASE. NET 10th OF 2nd MONTH.
NO. 7 - SIGHT DRAFT WITH BILL OF LADING ATTACHED.
NO. 8 - SPECIAL TERMS

HOW ORDERED	DATE ENTERED	DATE TO SHIP	SHIP VIA
TOM	1/4/83	TODAY	W/C

BACK ORDERED	ORDERED	SHIPPED	DESCRIPTION	LINE CODE	TERM CODE	EACH	LIST	DISC.	NET	TOTAL
	8	8	7'8" END POSTS	2361	S	3.49	179.20	10	251.52	251.52
			(1) 7'8" 2½X2½X¼ UPRIGHT							
			(1) 7'8" 2X2X¼ BRACE							
			CASCADE							
			OSH CONTRACT #9383							
			SUNNY VALLEY INT							

WHEN MERCHANDISE PURCHASED ON TERMS DATING 5TH OR PRIOR TO EXPIRATION OF DISCOUNT SUCH MERCHANDISE BECOMES DUE FOR PAYMENT ON THE 10TH PROXIMO FROM DATE OF SALE

MERCHANDISE SALES TOTAL	TAX %	SALES TAX	OTHER CHARGES DESCRIPTION	AMOUNT	C.O.D. AND PARCEL POST	INVOICE TOTAL
251.52		0				251.52

PA
THI
AMOU

Claims for shortage must be made on receipt of goods. After goods are delivered to Transportation Company in good order and receipt taken, our responsibility ceases. Claims for loss and damages must be made against the Transportation Company.
We will not accept merchandise returned without our consent. A restocking charge will be assessed on merchandise we are asked to restock through no fault of ours.

LATE CHARGE on all post due accounts will be at rate as shown on Wade monthly statement.

R.M. Wade & Co.
DISTRIBUTION DIVISION

A DIVISION OF R. M. WADE & CO., AN OREGON CORPORATION
MAILING ADDRESS: P.O. BOX 8769 • PORTLAND, OREGON 97208-8769
COMPANY LOCATION: 10025 S.W. ALLEN BLVD. • BEAVERTON, OREGON 97005-4198
D-U-N-S 00-903-3333 TELEPHONE: (503) 641-1865

DATE SHIPPED	FILED BY
12-23-82	B
SHIPPED FROM	CHECKED BY
VIA	B/L NO.

COPY
No. B 16273

DATE OF INVOICE
DEC 29 1982

TERMS *
NO. 1 - NET 10th OF MONTH FOLLOWING PURCHASE.
NO. 2 - 1% 10th OF MONTH FOLLOWING PURCHASE. NET 30th OF MONTH.
NO. 3 - 2% 10th OF MONTH FOLLOWING PURCHASE. NET 30th OF MONTH.
NO. 4 - 3% 10th OF MONTH FOLLOWING PURCHASE. NET 30th OF 2nd MONTH.
NO. 5 - 5% 10th OF MONTH FOLLOWING PURCHASE. NET 30th OF MONTH.
NO. 6 - 2% 10th OF MONTH FOLLOWING PURCHASE. NET 30th OF 2nd MONTH.
NO. 7 - SIGHT DRAFT WITH BILL OF LADING ATTACHED.
NO. 8 - SPECIAL TERMS

RECEIVED
MAR 25 1983
COMMISSION FOR SERVICES
DEPARTMENT OF TRANSPORTATION

CUST. NO. 960104 | SALESMAN NO.

SOLD TO.
BOGART CONSTRUCTION
46140
87825 HOUSTON RD
VENETA OR 97487

SHIPPED TO.
POSTED

HOW ORDERED	DATE ENTERED	DATE TO SHIP	SHIP VIA
W/C	12/15/82	TODAY	W/C

BACK ORDERED	ORDERED	SHIPPED	DESCRIPTION (TOM D)	LINE CODE	TERM CODE	EACH	LIST	DISC.	NET	TOTAL
	10	10	832-6 12½ GA CLASS III			20.70			207.00	
	7	7	4FT 12½ GA CLASS III	2321	3	25.25			176.75	1175.7
	200	200	6½ 133 T POSTS			2.475			535.50	
	8	8	7' 8" 2½ X 2½ X ¼" PAINTED BRACES	2361	3	14.82			118.56	654.0

CONTRACT # 9383

TYPE II STATE OF OREGON

SUNNY VALLEY CREEK

Tom! Customer needs certification Page

WHEN MERCHANDISE PURCHASED ON FUTURE DATING IS SOLD PRIOR TO EXPIRATION OF DATING, SUCH MERCHANDISE BECOMES DUE FOR DISCOUNT 10th OF MONTH FOLLOWING DATE OF SALE
MR

MERCHANDISE SALES TOTAL	TAX %	SALES TAX	OTHER CHARGES DESCRIPTION	AMOUNT	C.O.D. AND PARCEL POST	INVOICE TOTAL	PA TH AMO
1844.13						1844.13	

9383

January 21, 1983

Copeland Fuel, Paving,
Sand & Gravel, Inc.
P. O. Box 608
Grants Pass, OR 97526

CON 5
#9383

Attention: R. D. Copeland, President

Gentlemen:

Thank you for your letter of January 7, 1983, informing us that your claim in the amount of $57,291.56 has been paid in full.

You state this is in reference to the L T Contractors Inc., Contract No. 9383 for work on the Sunny Valley Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN: js
cc: L T Contractors Inc.
P. O. Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Ave., NE
Suite 401
Bellevue, WA 98004

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND PAVING, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

January 7, 1983

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Mr. R. W. Gormsen

Re: OSHD #9383 Sunny Valley
Interchange-Jumpoff Joe Creek
Section-Josephine County
L & T Contractors

Gentlemen:

Please refer to our letter dated November 15, 1982, notice of claim in the amount of $57,291.56, against L & T Contractors. We are pleased to inform you that L & T Contractors paid $8,605.61 on Nov. 18, 1982, another $13,770.85 on December 13, 1982, and a check in the amount of $34,915.10 in today's mail. This clears any claim to date that we had against L & T Contractors.

Thank you for your attention and consideration in this matter. It is our understanding that you will notify the surety and the Secretary of State.

Sincerely,
COPELAND PAVING, INC.

R. D. Copeland, President

RDC/rb

cc: L & T Contractors

RECEIVED
JAN 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383 CL-82-229

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 18 1982
NORMA PAULUS
SECRETARY OF STATE

November 17, 1982

IN REPLY REFER TO
FILE NO.:

NOTED ON CMS
11-29-82
15

CON 5
#9383

Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

Attention: R. D. Copeland, President

Gentlemen:

This will acknowledge your Notice of Claim letter dated November 15, 1982, concerning the following Highway Division contract:

FILED BY:	Copeland Paving, Inc. and Copeland Sand & Gravel, Inc.
AMOUNT:	$57,291.56
FOR:	Labor, materials and equipment rental
AGAINST: (Prime Contractor)	L T Contractors Inc.
CONTRACT NO.:	9383
PROJECT:	Sunny Valley Interchange-Jumpoff Joe Creek Section, Pacific Highway, Josephine County
SURETY:	Seaboard Surety Company
AGENT:	KL & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: L T Contractors Inc.
P. O. Box 4448
Sunriver, OR 97702

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

OFFICE PHONE
476-4441

RESIDENCE PHONE
476-3256

COPELAND PAVING, INC.

P. O. Box 608
695 South East J Street
GRANTS PASS, OREGON 97526

November 15, 1982

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Mr. R. W. Gormsen

Re: OSHD #9383 Sunney Valley
Interchange-Jumpoff Joe Creek
Section - Josephine County
L & T Contractors

Gentlemen:

Please consider this our notice of claim in the amount of $57,291.56 due and unpaid against L & T Contractors P. O. Box 4448 Sun River, Oregon 97702, for labor, materials and equipment rent on the above referenced project.

	COPELAND SAND & GRAVEL, INC.		COPELAND PAVING, INC.	
August 1982	-0-		4,307.35	
September '82	3,679.74		618.52	
October '82	810.85		12,960.00	
November '82	-0-		34,915.10	
	$4,490.59	+	$52,800.97	= $57,291.56

Last payment received on these accounts was August 30, 1982.

Sincerely,
COPELAND PAVING, INC.

R. D. Copeland, President

RDC/rb

cc L & T Contractors

RECEIVED
NOV 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

STATE OF OREGON

INTER-OFFICE MEMO

HIGHWAY DIVISION - REGION 3

TO: C. T. Keasey
Asst. State Highway Engineer

DATE: May 18, 1982

FROM: ORIGINAL SIGNED BY JAMES J. GIX
JAMES J. GIX
Region Construction Engineer

SUBJECT: Shift Schedules
Sunny Valley Int.-Jumpoff Joe Cr.
Contract No. 9383

Our contractor on subject project has made a convincing argument to proceed on this project with 4 10-hour shifts. Benefits accrue to the travelling public, the Highway Division and the contractor's workmen. In addition, this proposal conserves energy and is in the public interest.

I understand that the wage and hour regulations are tied up in Davis-Bacon and Oregon Davis-Bacon and as a result, your EEO and Labor Compliance Section offers little hope of change to allow these shifts on a straight time basis. I am convinced that the State Highway Division should line up behind the proposal and request an experimental decision to make an exception of this one project to prove or disprove the merit of this concept.

Your support and recommendation to the Federal Highway Administration is requested. We would be glad to monitor this project or provide any additional data.

jjg/cw

cc W. E. Schwartz
Wally Bryant, FHWA
Wm. Maude

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 19 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1367

VICTOR ATIYEH
GOVERNOR

PH 776-6001

WM.MAUDE P.E. * PROJECT MANAGER * 2690 N.PACIFIC HWY,MEDFORD,OR 97501

Department of Transportation

STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

MAY 10,1982

PETER MOOR,PRESIDENT
L T CONTRACTORS,INC
P.O.BOX 4448
SUNRIVER,OREGON 97701

SHIFT SCHEDULES
SUNNY VALLEY INT-JUMPOFF JOE CREEK
CONTRACT 9383

I have pursued your request to allow the four ten hour days instead of the normal five eight hour days. The assistant attorney generals interpretation is that while statutes and rules may have some leeway in the hours worked, the contract and the FHWA rules prohibit any changes to the existing contracts.

I will forward a copy of your letter, this letter and a letter requesting further action on the subject to our EEO and Labor Compliance section.

As you are aware, I feel strongly that the benefits to the traveling public are great just by having no work on the highway on Friday.

wm/sh

Wm.Maude P.E.
Project Manager

xc:A.Shirley Jr.
C.T.Keasey

ROSEBURG REGION
RECEIVED
MAY 14 1982
RE | RME | ROD | TE
RUE | DES | RSR | DLE
GEO. | FAE | RBI | ATE | AA

LT CONTRACTORS, INC.
P.O. BOX 4448
SUNRIVER, OREGON 97701
TELEPHONE (503) 593-8163

May 3, 1982

Oregon State Highway Division
2690 North Pacific Highway
Medford, Oregon 97501

Attn: Bill Maude, Project Manager

Re: Sunny Valley Interchange-Jumpoff Joe Creek
Contract #9383

Dear Bill,

With the onset of good weather over the last 2 weeks we have been experiancing an increase in the volume of traffic on the above Referanced Project. The major increase in traffic affecting our project is concentrated on Friday's.

Due to the steepness in grade and the increase in car and truck traffic over the weekend we feel it would eliminate hazardous driving and working conditions due to conjested traffic, If L.T. Contractors could work Monday thru Thursday, 10 hours per day, the pay scale for this shift would be straight time for 10 hours per day and/or 40 hours per week.

We would appreciate your assistance in getting a determination as to whether the above mentioned shift would be acceptable to the OSHD.

Respectfully,

John L. Fisher
Secretary-Treasurer
L.T. Contractors, Inc.

JLF/sdm

Oregon State Highway Division Res. Engineer
RECD _____ Medford
MAY 4 1982
1 2 3 4 5 6 7 8 9
Res. A Res A Res. Office

9305

D-5

DES 16

ROAD DESIGN SECTION

William Maude
Project Manager

March 24, 1982

W. G. Beard
Sign Design Supervisor

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 25 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Additional Temporary Signing
Sunny Valley Inter.-Jumpoff Joe Creek Sec.
Pacific Highway
Josephine County
Contract No. 9383

This is in reference to letter and attachments to you of March 15, 1982 from L.T. Contractors Inc. relative to "Trucks Use Lower Gear" signs requested by you on the above named project.

We are in complete agreement with your instructions to the contractor to install the aforementioned signs. We cannot, however, agree with the proposed additional costs submitted by the subcontractor to the prime contractor and forwarded to you.

We do not recognize legend as being a determining factor of a "non-standard" sign when involved with construction signing and we have had to, on numerous occasions, devise legends for specific conditions. We both know that 36" x 36" and 48" x 48" are not non-standard sign sizes. Also subsection 111.82 of the Standard Specifications points out that measurement for "Temporary Signs" is on a square foot basis installed in their initial location. This measurement for payment includes the fabricated sign and its support, both installed.

Therefore, as an extension of project bid item 4 we can concur in an additional cost of $912.00 (114 sq. ft. of sign x bid of $8.00 per sq. ft.) but no additional compensation for supports or labor and equipment to install the signs and supports or overhead and profit.

We trust you will have no great difficulty in resolving this matter.

WGB:rw

Attachments

cc: Edgar Johnson
Jim Gix

bc: W. G. Beard

THE *Lady's* CONSTRUCTION CO.
GENERAL CONTRACTORS

a woman's business enterprise

REPLY TO:
P.O. BOX H, WEST LINN
OREGON 97068
503/635-4067
655-7193

March 10, 1982

L. T. Contractors, Inc.
P. O. Box 4448
Sun River, Or 97701

RE: Sunny Valley I'chg.
Jumpoff Joe Creek
OSHD Contract No. 9383

Gentlemen:

Pursuant to our telephone conversation of March 8, 1982, during which it was explained why the eight signs with the legend "TRUCKS USE LOWER GEAR" could not be provided at the unit price provided for in the subcontract, the following price breakdown is provided for your review.

"Non-Standard" sign Cost Analysis

Purchase signs -	6 ea - 48"x48" ---- 96 SF 2 ea - 36"x36" ---- 18 SF			$8.00	orig. bid $912.00
	Total 114 SF	@	$7.50	$ 855.00	
2 ea posts w/hardware		@	$11.50	0	23.00 0
4 ea large sign stands		@	22.50	0	90.00 0
2 ea small sign stands		@	17.50	0	35.00 0
Labor - up/down	2 hrs	@	41.70	0	83.40 0
Equipment	2 hrs	@	10.40	0	20.80 0
Salvage (signs Non-standard & have only material value)					(30.00) 0
					912.00
					$1077.20 0
Corp. O'head	10.5%				113.11 0
Margin	12.0%				142.84 0
					912.00
					$1333.15

Send figures Bonds recommendation

...cont...

L.T. CONTRACTORS, INC.
P.O. Box 4448
Sun River, Or 97701

Sunny Valley I'chg.

With the above price breakdown, it is requested that a Price Agreement or Change Order be prepared for $11.70/SF to furnish and install "Non-Standard" signs on referenced contract. It is assumed that in this particular case, the work will be performed at the same time and in conjunction with the contract "Temporary Signing" and therefore no allowance was made for freight, travel subsistence, etc. This price may not be applicable for additional "Non-Standard" signing.

As mentioned during the telephone conversation, it is anticipated that we will have a crew on site on March 22, 1982.

Very truly yours,

The Lady's Construction Co.

Maxine Pierce

Maxine Pierce
President

9383

I-5

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Wm. Maude
Project Manager

DATE: March 22, 1982

FROM: ORIGINAL SIGNED BY JAMES J. GIX
JAMES J. GIX
Region Construction Engineer

SUBJECT: Type 4 Metal Rail Alternative
Sunny Valley - Jumpoff Joe

1 Versteeg K
Anderson
V Adams
3 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 25 1982
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up /
Action

I have your sketches on the proposed alternate concrete median barrier installation which would eliminate the Type 4 metal rail in the median on this project. I would think we should insist on the steel pin hold downs on all the narrow base and regular barrier used in this section.

It would appear this installation is feasible if proper installation methods are followed to insure a solid foundation on the upper barrier.

Please prepare a detailed breakdown of the costs for the proposal. The bottom line is the important figure and we must insure we get proper credit for the elimination of the original precast transition sections. The use of concrete barrier is strongly recommended by the maintenance supervisors who feel the type 4 metal rail would be costly to maintain. The cost should include any drainage revisions necessary in the transition sections.

jjg/cw

cc J. H. Versteeg
George Thornton
C. T. Keasey

REFERRED TO

Board Stoudenmayer
Cole Mann AEM
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Can this really work

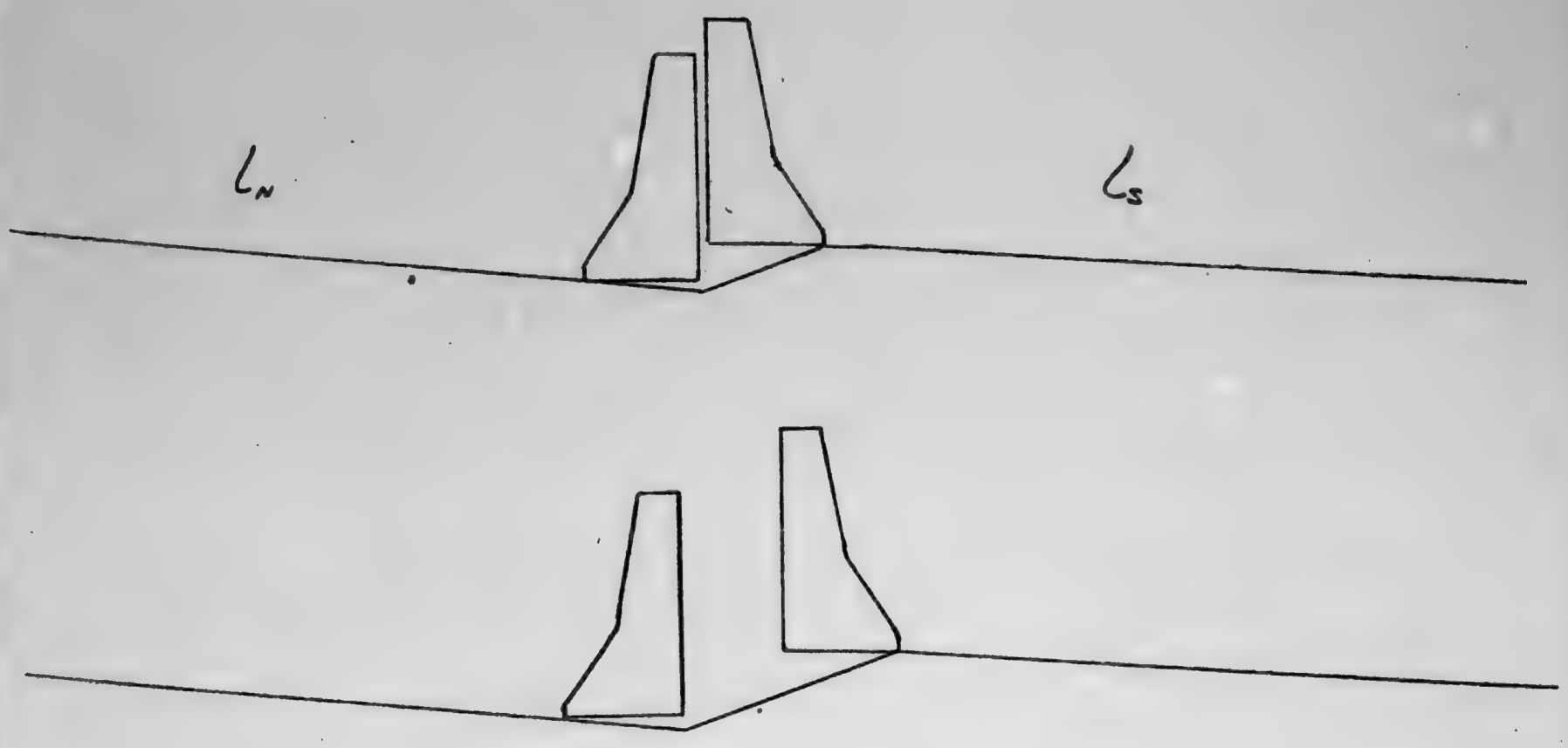
Dw.

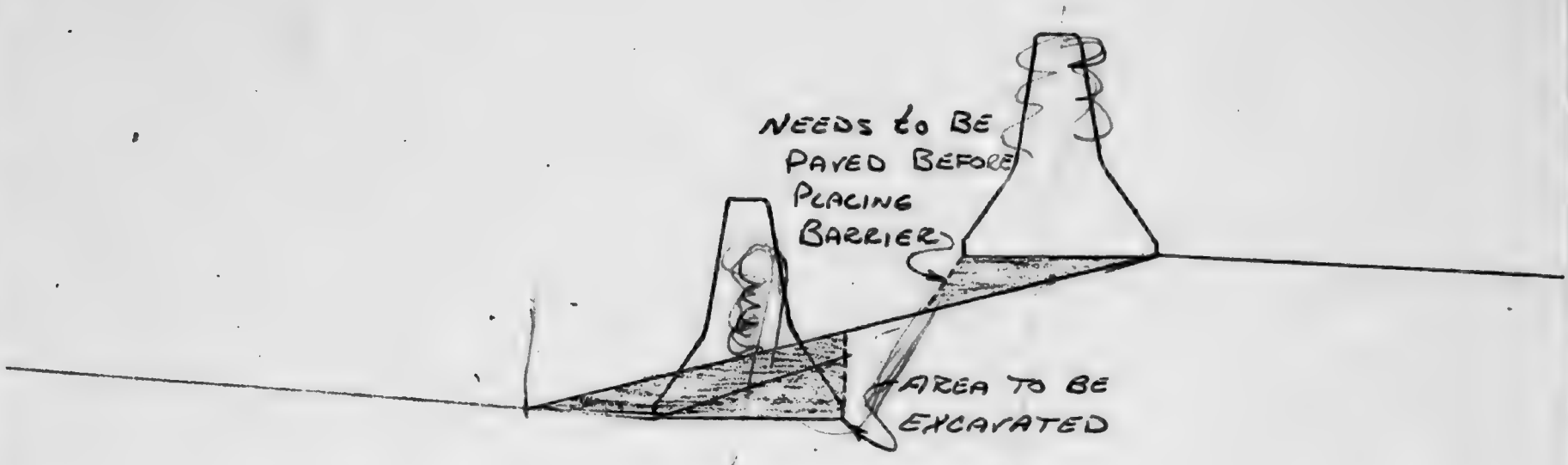
Call Maude & discuss

Discussed with Maude He sees no constn Problems or drainage Problems. He feels the Maintenance of the conc will be much less than that of the Metals. AEM

Contains Recycled Materials
81-125-1367

SP*75693-123





THIS WILL BE A EXTREAME CASE

9383

I-5

ROAD DESIGN SECTION

DES 16

James J. Gix, P.E.
Region III Construction Engineer

March 5, 1982

for W. G. Beard
Sign Design Supervisor

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 8 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Proposed Revision of Temporary Protection
and Direction of Traffic
Sunny Valley-Jumpoff Joe Section
Pacific Highway
Douglas County
Contract No. 9383

We have reviewed the proposed change of temporary protective measures that would allow the contractor to use the northbound highway shoulder from approximate Stations 543 to 564 in lieu of the contract plan indicated haul road on the above-named project.

We also had telephone conversation with you and William Maude, Project Manager on the subject.

It is our feeling that the loss of approximately one-quarter mile of shoulder could be detrimental to traffic safety in the event that a truck lost brakes on the steep (6% to 7%) downgrade, as the proposed shoulder loss is about one and one-quarter miles below the crest. We are also concerned about double-shifting of work that would require construction equipment to use headlights that would be to the right of approaching traffic, as opposed to the normal left-side headlight configuration.

Therefore, if there is sufficient savings to the State by allowing the contractor to use the shoulder rather than the haul road in the affected area, we recommend the contractor be permitted to use his proposal provided there is no night-time use of headlights in this area and there is no charge to the State for temporary concrete barrier, which is not a bid item on the project, and that a minimum of two feet of shoulder be provided traffic outside the fog line.

We would also recommend that additional signing be installed prior to and at the crest informing truck traffic of the shoulder loss, as well as the instruction to "USE LOWER GEAR" signs that have been added by Bill Maude.

WGB:ja

cc Duane O. Christensen
William Maude
George Thornton
W. G. Beard

STATE OF OREGON

HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Wm. Maude
Project Manager
ORIGINAL SIGNED BY JAMES J. GIX

DATE: March 1, 1982

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Temporary Protection and Direction of Traffic
Sunny Valley Int.-Jumpoff Joe Cr.
Contract No. 9383

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 3 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

I have reviewed your letter and the contractor's proposal to establish a temporary haul road on subject project. We have given permission for this type of operation in the past when a concrete barrier was maintained between opposing haul traffic and the travelled lane.

By copy of this letter, I am asking Duane Christensen and Wm. Beard to comment on the contractual and safety ramifications of the proposal. Before it is implemented, we will need a price agreement to cover the change and include any additional signing that the narrow shoulder might indicate.

Please touch base with region and the above before the P.A. is prepared to cover all bases.

jjg/cw

cc D. O. Christensen
Wm. Beard, Tech. Serv.
George Thornton

REFERRED TO
2 Board WHB 1 Stoudenmayer DMS
Cole Mann
Eriksen Watson
Hager Dorn Lee
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER
Review with me

Contains Recycled Materials
81-125-1387

SP*75683-125

STATE OF OREGON

INTEROFFICE MEMO

TO: A.Shirley Jr. Attn:Jim Gix
Region Engineer

DATE: February 26,1982

FROM: Wm.Maude
Project Manager

SUBJECT: Temporary Protection & Direction of Traffic
Sunny Valley Int-Jumpoff Joe Cr.
Contract 9383

Attached is a letter and sketch of the proposed traffic control for hauling adjacent to the roadway. The contractor will use the haul road to about station 543, then move down to the shoulder of the road and complete his haul to the random fill.

I feel that an additional two hundred feet of median barrier, to about station 564 could benefit the public safety.

Would you please review the proposal and give me your comments or instruction.

ROSEBURG REGION
RECEIVED
MAR - 1 1982
RE | RME | ROE | TE
RUE | DES | RSR | RPR | RLE
GEO. | EAE | RBI | AA | ATE

FRED H. SLATE CO.
GENERAL CONTRACTORS

ELTON D. SLATE
JAMES N. LEINBACH

7805 S.W. 40th AVENUE — P.O. BOX 19238 PORTLAND, OREGON 97219 — 503 246-4217

February 24, 1982

William Maude, Resident Engineer
2690 N. Pacific Highway
Medford, OR 97501

Re: Sunny Valley Intchge - Jumpoff Joe Cr. Section
Pacific Highway

Dear Sir:

In accordance with your request of December 1, 1981 at the pre-job conference I submit for your approval the following traffic control and haul road patterns:

1. A continuous run of temporary median barrier will be installed approximately 2' from the existing fog line in the area between approx. Sta. 543 to Sta. 562.

2. An adequate amount of temporary plastic safety markers and cones will be placed on the edge of the existing pavement in all other areas between approx. Sta. 460 to Sta. 580.

3. One-way traffic will be enforced, because of narrowness behind temporary median barrier, in the area between approx. Sta. 544 to Sta. 551. The loaded hauling vehicle will have the right-of-way.

4. Two-way haul roads will be a minimum of 28' wide.

Sincerely,

Larry Groves

Larry Groves
Superintendent

Encl.

cc: LT Contractors Inc.

Oregon State Highway Division Res. Engineer
REC'D _____ Medford
FEB 25 1982
1 2 3 4 5 6 7 8 9
Res. A Res A Res. Office

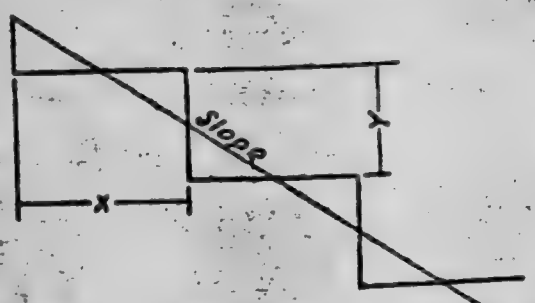
WE ARE AN EQUAL OPPORTUNITY EMPLOYER

T.34S., R.6W., W.M.

NOTE:
All Roadbed Cut Slopes and All Random
Fill Slopes, 2:1 or Slo , Are To Be
Horizontally Serrated
Rock.

TABLE A

Slope	X	Y
1:1	2'	2'
1½:1	3'	2'
2:1	4'	2'



(See Table A For X&Y)
SERRATED SLOPE

Sec. 11
Sec 14

R/W
R/W

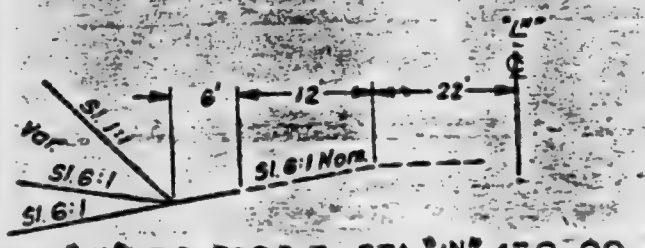
ONE-WAY TRAFFIC

Access Road (Haul Road)

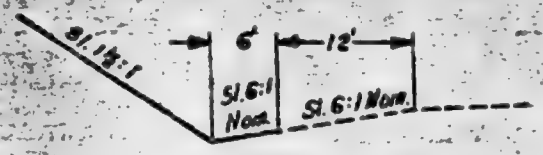
EXTG. PACIFIC HWY

455
480
465
470
475
540
545
550

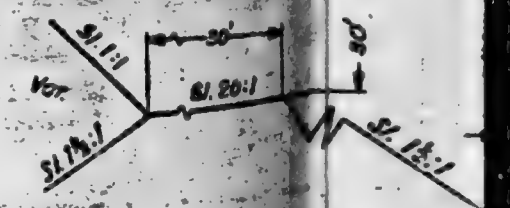
RANDOM FILL AND HAUL



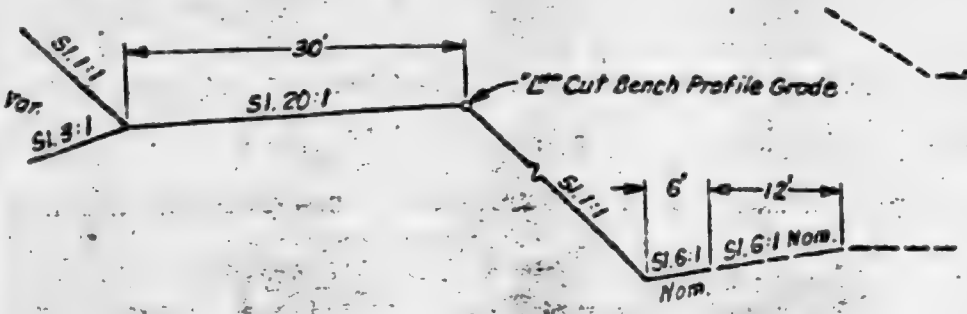
STA. "L" 456+86.32 To STA. "L" 458+00
"L" 572+50 To 585+04



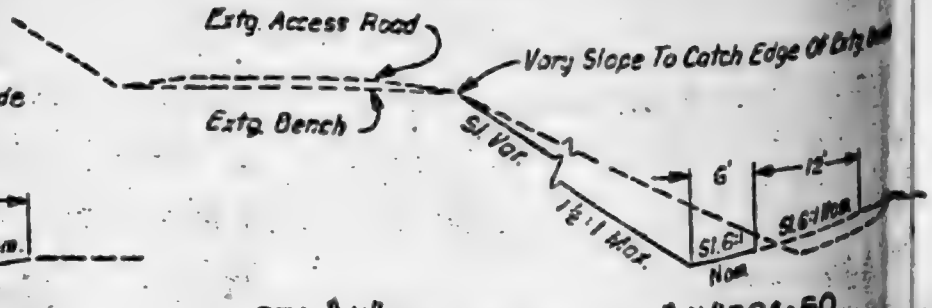
STA. "L" 548+36.43 To STA. "L" 551+00



STA. "L" 562+00 STA. "L" 56



STA. "L" 458+70 To STA. "L" 478+69.91



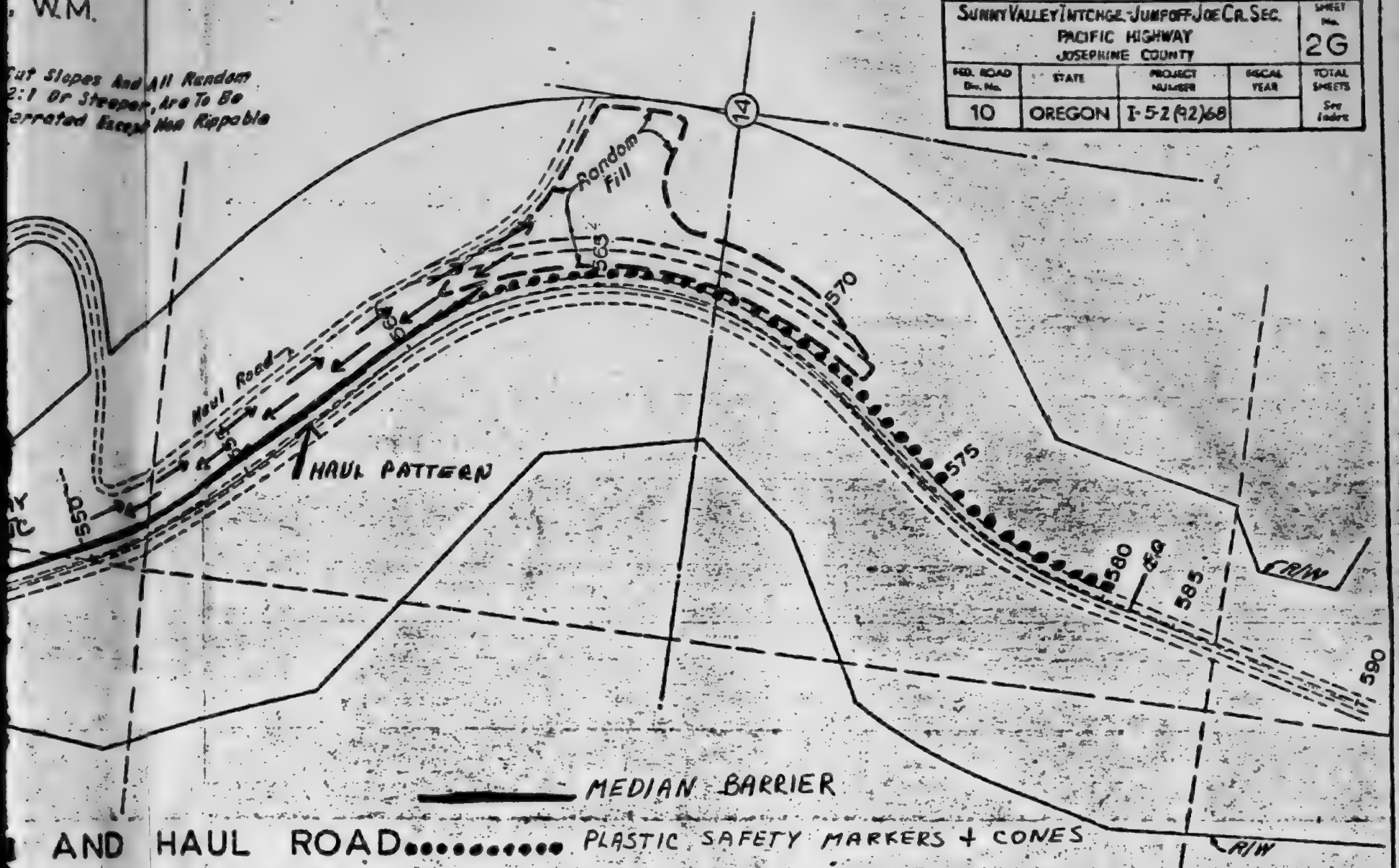
STA. "L" 551+50 To STA. "L" 561+50

SLOPE DETAILS

SUNNY VALLEY INTCHGE.-JUMPOFF JOE CR. SEC. PACIFIC HIGHWAY JOSEPHINE COUNTY				SHEET No. 2G
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-2(92)68		See Index

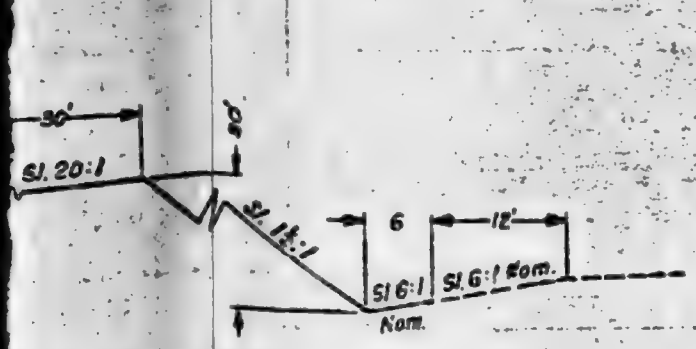
. W.M.

Cut Slopes And All Random
2:1 Or Steeper, Are To Be
Serrated Except Non Rippable

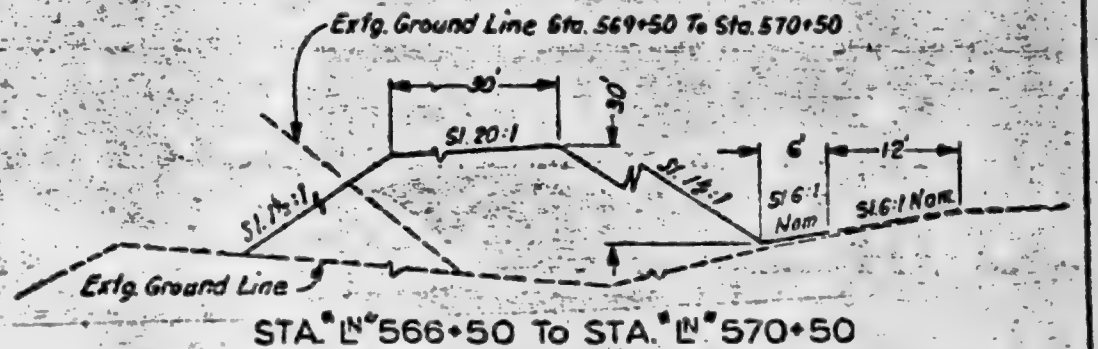


MEDIAN BARRIER

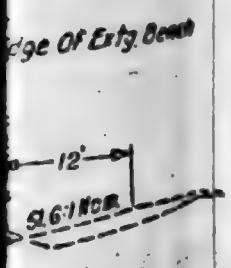
AND HAUL ROAD..... PLASTIC SAFETY MARKERS + CONES



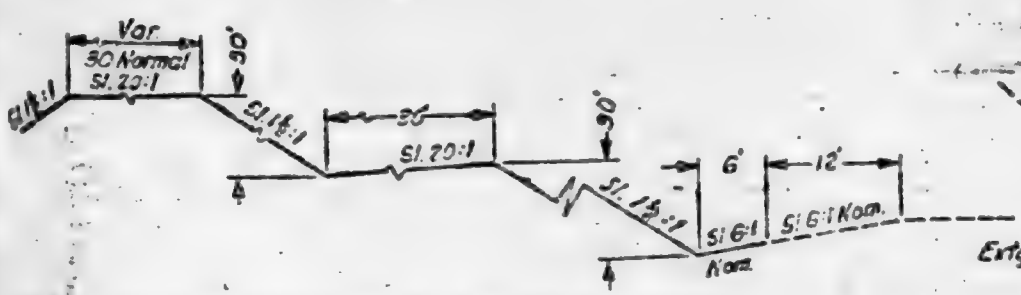
562+00 To STA."L" 563+00



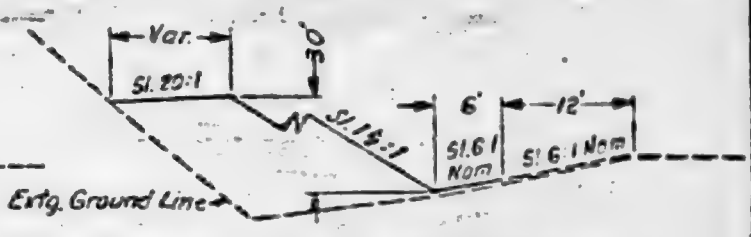
STA."L" 566+50 To STA."L" 570+50



1+50



STA."L" 563+00 To STA."L" 566+00



STA."L" 571+00 To STA."L" 572+00

DETAILS

9383

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

February 8, 1982

CON 5 #9383-

NOTED
H.S.COULTER

L. T. Contractors, Inc.
P.O. Box 4448
Sun River, OR 97701

RE: Sunny Valley Int.-Jumpoff Joe Cr.
FAP No. I-5-2(92)68
Contract No. 9383
Median Barrier Fabrication

Gentlemen:

It has come to our attention that your subcontractor, Bogart Construction Company, Inc., is purchasing median barriers from Don Mar Construction Co, Inc. This barrier is being fabricated in a pit adjacent to Copeland Paving Co., approximately 15 miles from the Sunny Valley Interchange-Jumpoff Joe Creek project. The fabrication plant for this barrier was established for the purpose of serving exclusively or nearly exclusively the project.

It is the position of the Highway Division that this operation by Don Mar Construction is that of a subcontractor to Bogart Construction Co., Inc., and as such, is covered by the provisions of your contract including Davis Bacon Wage Rates.

Please submit a subcontract agreement to cover the activities of Don Mar Construction Co. Inc. Certified payrolls reflecting the contract wage rates must also be submitted for these activities as required by the contract.

Very truly yours,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

by J. L. Widmer

J. L. Widmer
EEO, MBE & Labor
Compliance Officer

CTK:JLW:cb

cc. Bogart Construction Co., Inc.
87825 Houston Rd.
Veneta, OR 97487

bc. H.S. Coulter
Alfred Shirley, Jr.
William Maude

Form 734-3123

9383

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE STATE COPY
11-48	FEDERAL-AID PROJECT AGREEMENT 11-4-81	COUNTY Josephine
		PROJECT NO. I-5-2(92)68

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sunny Valley Int.-Jump Off Joe Cr.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-81	4.988
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,109,218.00	$ 4,711,720.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By R. A. Moehnke

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 4 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 22, 1981

Federal Aid Project
No. I-5-2(92)68

Sunny Valley Int.-Jumpoff Joe Cr. Section
Pacific Highway
Josephine County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 434+50 thru EQ. Sta. "LS" 477+04.49 Bk. = Sta. "LS" 536+10.12 Ah. thru EQ. Sta. "LS" 581+95.84 Bk= Sta. 585+03.69 Ah. to Sta. 760+00)

Furnishing Field Laboratory	1 Each	3,000.00	$ 3,000.00
Mobilization		All Required	250,000.00
Temporary Protection and Direction of Traffic		All Required	75,000.00
Temporary Signs	411 Sq. Ft.	8.00	3,288.00
Temporary Barricades	83 Each	100.00	8,300.00
Temporary Plastic Safety Markers	190 Each	50.00	9,500.00
Flagmen	2,900 Hour	20.00	58,000.00
Oversize Advance Construction Signs	2 Each	4,000.00	8,000.00
Sequential Arrow Signs	4 Each	3,500.00	14,000.00
Temporary Check Dams	400 Each	1.00	400.00
Temporary Sediment Barriers	10 Each	1.00	10.00
Clearing and Grubbing		All Required	100,000.00
Removal of Structures and Obstructions		All Required	25,000.00
Ditch Excavation	575 Cu. Yd.	6.00	3,450.00
General Excavation	188,000 Cu. Yd.	2.25	423,000.00
Trench Excavation	5,000 Cu. Yd.	10.00	50,000.00
Finishing Roadbed and Slopes		All Required	10,000.00
Watering	1,000 M-Gal.	8.00	8,000.00
Aggregate Shoulders	30,000 Ton	5.50	165,000.00
Treated Base Mixture	64,600 Ton	7.50	484,500.00
Cement in Treated Base Mixture	3,550 Ton	90.00	319,500.00
Class "B" Asphalt Concrete Mixture	47,800 Ton	10.50	501,900.00
Asphalt Cement in Mixture	3,000 Ton	195.00	585,000.00
Membrane Waterproofing	1,620 Sq. Yd.	8.00	12,960.00

Asphalt in Tack Coat	60	Ton	235.00	14,100.00
6-inch Culvert Pipe	44	Lin. Ft.	15.00	660.00
8-inch Culvert Pipe	140	Lin. Ft.	16.00	2,240.00
12-inch Culvert Pipe	3,464	Lin. Ft.	18.00	62,352.00
18-inch Culvert Pipe	1,284	Lin. Ft.	20.00	25,680.00
24-inch Culvert Pipe	24	Lin. Ft.	30.00	720.00
36-inch Culvert Pipe	88	Lin. Ft.	40.00	3,520.00
12-inch Sewer Pipe	294	Lin. Ft.	15.00	4,410.00
18-inch Sewer Pipe	4,654	Lin. Ft.	22.00	102,388.00
12-inch Slotted Drain Pipe	1,040	Lin. Ft.	53.00	55,120.00
Extra for Pipe Under Pavement	6,376	Lin. Ft.	13.00	82,888.00
12-inch Slip Joints	13	Each	300.00	3,900.00
Concrete Inlets, Type G-1	39	Each	400.00	15,600.00
Concrete Inlets, Type G-2	10	Each	500.00	5,000.00
Concrete Inlets, Type G-2M Recessed	20	Each	500.00	10,000.00
Concrete Inlets, Type ME	23	Each	900.00	20,700.00
3-inch Drain Pipe	6,600	Lin. Ft.	1.50	9,900.00
4-inch Drain Pipe	1,490	Lin. Ft.	1.75	2,607.50
6-inch Drain Pipe	3,024	Lin. Ft.	7.00	21,168.00
18-inch Drain Pipe	200	Lin. Ft.	100.00	20,000.00
Filter Fabric	16,600	Sq. Yd.	1.00	16,600.00
Gravel in Drains	1,770	Cu. Yd.	12.00	21,240.00
Guard Rail, Type 2A	21,763	Lin. Ft.	5.25	114,255.75
Guard Rail, Type 3	25	Lin. Ft.	30.00	750.00
Guard Rail, Type 4	2,909	Lin. Ft.	15.00	43,635.00
Guard Rail Anchors, Type 1	26	Each	300.00	7,800.00
Extra for Guard Rail Bridge Connections	1	Each	500.00	500.00
Rail End Pieces, Type C	23	Each	100.00	2,300.00
Rail End Piece, Type D	1	Each	200.00	200.00
Extra for 8 foot Posts	438	Each	11.00	4,818.00
Type 2 Fence	2,000	Lin. Ft.	4.25	8,500.00
Extra for Asphalt Paved Rock Surfacing Slopes	4	Each	500.00	2,000.00
Extra for Asphalt Curb Outlets	12	Each	500.00	6,000.00
Concrete Barrier	23,275	Lin. Ft.	19.75	459,681.25
Paved Culvert End Slopes	1,020	Sq. Ft.	12.00	12,240.00
Drainage Curbs	24,300	Lin. Ft.	1.60	38,880.00
Loose Riprap, Class 50	1,200	Cu. Yd.	12.00	14,400.00
Loose Riprap, Class 100	420	Cu. Yd.	15.00	6,300.00
Delineators, Type 2	200	Each	19.00	3,800.00
Delineators, Type 4	100	Each	13.00	1,300.00
Adjusting Manholes	7	Each	250.00	1,750.00
Adjusting Inlets	12	Each	200.00	2,400.00
Roadside Seeding and Straw Mulch with Mulch Binder	13	Acre	900.00	11,700.00
Reseeding and Fertilizing	3	Acre	600.00	1,800.00
Temporary Seeding and Mulching	6	Acre	800.00	4,800.00

Removal of Existing Sign		All Required	3,000.00
Installations		All Required	5,000.00
Wood Sign Posts		All Required	5,000.00
Sign Support Footings		All Required	8,000.00
Breakaway Sign Posts		All Required	4,000.00
Single Post Slip Base Sign Supports		All Required	1,500.00
Exit Number Sign Supports		All Required	6,588.00
Type "A" Signs in Place	244 Sq. Ft.	27.00	780.00
Type "D" and "H" Signs in Place	52 Sq. Ft.	15.00	4,000.00
Move, Modify and Reinstall Existing Signs		All Required	$4,406,279.50

Anticipated Items

Permanent Pavement Striping	All Required	4,000.00
Temporary Pavement Striping	All Required	2,500.00
Temporary Erosion Control	All Required	2,000.00
Asphalt Cement Adjustment	All Required	135,000.00
On-the-job Trainees (5-1,000 hrs. @ $0.80)	All Required	4,000.00
		$ 147,500.00
	SUBTOTAL	$ 4,553,779.50
	Engineering	569,222.15
	SUBTOTAL	$ 5,123,001.65
Credit for Salvage of Guard Rail ----------		(13,783.65)
	TOTAL	$ 5,109,218.00

Length of Roadway ---------- 4.988 mile
Cost of Roadway Per Mile -----$1,024,301.92

Work Retained in Program Status

Slide Correction	All Required $	30,000.00

Federal Funds ----------	$4,711,720.00
State Funds ----------	397,498.00
TOTAL	$5,109,218.00

Group 1	100%
Contract No.	9383
Prefix:	617-1994
Prefix:	617-1009

9383

2.

ROBERT W. STRAUB
GOVERNOR

Department of Commerce

CORPORATION DIVISION

COMMERCE BUILDING, SALEM, OREGON 97310 PHONE 378-4166

October 16, 1981

Contract # 9383

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Bldg.
Salem, OR 97310

The following information is furnished in compliance with your recent inquiry; HOWEVER, WE WISH TO CAUTION THAT THIS LETTER DOES NOT CONSTITUTE A RESERVATION OF CORPORATE NAME. To reserve a corporate name, a formal letter requesting the reservation of a specific corporate name must be forwarded to this Division, together with the required $5 filing fee for such name. If the name is available at that time, it would then be reserved for a period of 120 days. Prior to date of expiration, a request to extend the reservation for an additional 120 days may be submitted, accompanied by another $5 fee. Unless a name is so reserved, we would have no authority to hold the name for you in the event someone else should request its use.

Name(s) Requested	Available	Not Available	Available with Consent of:
L T CONTRACTORS INC.		No	

[ ] Pursuant to ORS 57.045, corporate names must include one of the following words, or an abbreviation thereof: Corporation, Company, Incorporated or Limited.

In response to our memo to LT Contractors of 10-15-81 with cc to Corp Comm.

RECEIVED
OCT 19 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Very truly yours,

Frank J. Healy
CORPORATION COMMISSIONER

Shirley Smith
Shirley Smith
ADMINISTRATIVE ASSISTANT

9383

L.

LT CONTRACTORS, INC.
P.O. BOX 4448
SUNRIVER, OREGON 97701
TELEPHONE (503) 593-8163

October 16, 1981

Corporation Commissioner
Commerce Building
158 12th Street, N. E.
Salem, Oregon 97310

9383

Dear Sir:

It has been brought to my attention that LT Contractors Inc.has neglected to supply you with the information necessary to place us in good standing with your office for 1981.

The following information and attached check for $20.20 should bring us into full compliance.

President- Peter C. Moor
P. O. Box 711
Redmond, Oregon 97756

Secretary- John L. Fisher
61838 Pettigrew Road
Bend, Oregon 97702

Shares Issued- 100 Shares

Description of Business- Utility and Road Construction Aggregate sales, mining and all other activities permitted by the Oregon Business Corporation Act.

If in the event the information supplied above is insufficient to place LT Contractors as a corporation in good standing with your office please notify me immediately.

Respectfully,
John L. Fisher
Secretary
LT Contractors Inc.

CC- Robert W. Gorman
Commission Services

RECEIVED
OCT 26 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9383

I-5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: October 6, 1981

TO: D. H. Moehring
Project Management

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Final Noise Clearance
Sunny Valley-Jumpoff Joe Creek
Pacific Highway, I-5
Josephine County
I-5-2(92)68

A noise study report for the subject project was reviewed on July 27, 1981, and the recommended noise barrier was approved for construction pending approval by affected residents. The noise report was cleared by our office on August 9, 1981, while the local review was ongoing. Subsequently, the involved property owners rejected the barrier proposal. An amended noise study report, documenting the rejection of the barrier is attached. Please revise all necessary project clearance documents, plans and specification prior to advertisement and contract.

GAP:LD:ct

Attachment

cc: J. H. Versteeg (3)
Alfred Shirley

ALRD Copy

RECEIVED
OCT 6 1981
ROAD DESIGN SECTION

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

Do Not File ☐
Return To
Bring by
Action

9-16-81

9363

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-2(92)68		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Josephine
	5. ITEM NO. 00008	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/16/81	Interstate 5	Primary 1

10. GENERAL LOCATION:

Sunny Valley Interchange - Jumpoff Joe Creek Section

11. GENERAL DESCRIPTION OF WORK

Grading, paveing, signing and safety

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)*

Permanent Pavement Striping S.F. $4,000
Temporary Pavement Striping S.F. $2,500
Temporary Erosion Control $2,000
Asphalt Cement Adjustment $90,000
on the job training $4,800
Guard Rail Salvage ($8,936)

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/15/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,150,360 Federal Funds $5,671,862.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENG
SEP 23 '81
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/16/81	G. K. Hansen	for Division Administrator

FHWA PR-1240 (REV. 12-79) PREVIOUS EDITIONS MAY BE USED

9383

TRA 16-4

September 16, 1981

Mr. Leon Bixby Davis
Professional Engineer
2821 Jumpoff Joe Creek Road
Grants Pass, OR 97526

Dear Mr. Davis:

trace
Tra 7-5-4

This is in reply to your letter of September 2 requesting an exit number at the Hugo (Jumpoff Joe Creek) Interchange (Exit 66) on Interstate 5.

The use of exit numbers was started in 1970, well after a major portion of Interstate 5 had been contracted or constructed. Since that date, all new construction projects and safety projects that update the older portion of Interstate routes, has included the installation of exit numbers. As a result, there are several sections on Interstate 5 that do not have exit numbers. The Hugo exit happens to fall within one of those sections.

On our schedule of contract lettings for October 8, 1981, there is a safety project for the Sunny Valley Interchange--Jumpoff Joe Creek Intersection section of Interstate 5. A part of that contract calls for the installation of exit numbers at the Hugo Interchange. Providing the letting and construction schedule is maintained, the exit numbers should be installed in about two years.

Sincerely,

/s/ L. W. Rulien
H. S. Coulter
State Highway Engineer

ELS:rh 1b

bc Alfred Shirley, Jr.
L. E. George
G. T. Thornton

LEON BIXBY DAVIS
Professional Engineer
2821 Jumpoff Joe Creek Road
Grants Pass, Oregon 97526
September 2, 1981

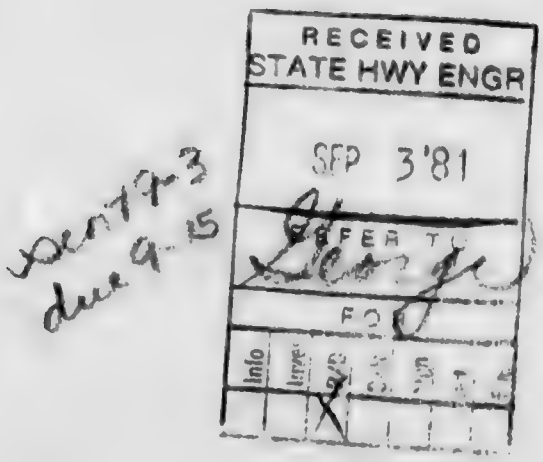
State Highway Administration,
Salem, OR 97309

Gentlemen:

The Hugo exit on Interstate 5 appears to be one of the few, if not the only exit not to have an exit number designation. It would be a convenience to visitors to the area to have it so marked.

Very truly yours,

Leon B Davis



Sent 9-3
due 9-15

9383

15

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/30/81
Donald L Root

Yes

September 3, 1981 Bid Letting _____ All Clear Deadline

SECTION Sunny Valley Intch-Jump Off Joe
Highway Pacific
County Josephine Region III
Type of Work G-P-S Funds FAI
State ___ Consultant ___ Plans Avail. ___Yes ___No

Noise Berm ✓
Const Noise ✓
DSL ✓

Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
					DOCUMENTS:
X					EIS
X					Negative Declaration
					Project Assessment
X					Write-off Letter
					2 Exc
					PERMITS:
	X				Division of State Lands
	X				D.O.G.M.I.
X					Corps of Engineers
X					Coast Guard
X					Co. Conditional Use
X					NPS Air Pollution
X					NPS Water Pollution
					Culv. in Rd. to Natl Srce
					Property owner getting permit
					Clear
					CULTURAL:
	X			X	Cultural Survey
X					Cultural Salvage
					NOISE:
X				X	Noise Study

9383

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-2(92)68
Sunny Valley Intchg.-Jump Off Joe Creek
Pacific Highway, Josephine County

Date: July 27, 1981

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on the information contained in Mr. Watson's July 23 letter, salvage of the guardrail and median barrier on the subject project is considered to be in the public interest. It is understood that the project will be initially credited for $13,738.65 which will be subject to adjustment when the actual amount of material salvaged and delivered to the stockpile site is determined.

for D. K. Hansen
Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Desgn)

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STATE HWY ENGR
JUL 28 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9363

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

July 24, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00008
Project No. I-5-2(92)68
Sunny Valley Intchge.-Jumpoff Joe Cr. Sec.
Josephine County

Attached support data consists of PR-1 forms and project maps for the subject project.

This project is expected to be funded from the 20% of the FY 1981 limitation withheld from distribution until after August 1.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: Alfred Shirley, Jr. (Region 3)
General Files

9303

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 23, 1981

RECEIVED
STATE HWY ENGR
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FOR
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Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

Dear Mr. Wilken:

Sunny Valley Int.-Jump Off Joe Creek
Pacific Highway
Josephine County

We propose to require the contractor on the project to remove the existing metal median barrier and existing guardrail. The contractor will be permitted to use any part of the removed material which meets current standards in the construction of new guardrail. It is anticipated there will be an excess of 45,135 lineal feet of guardrail.

We will specify the unused rail members, posts and hardware remain the property of the State. The contractor will stockpile the salvaged material in the Grants Pass Maintenance Yard.

The project will be credited in the amount of $0.0275 per pound for the rail members and hardware salvaged. This sum was arrived at based on the scrap value of $55 per ton for the rail members and hardware delivered to Eugene, Oregon.

The guardrail and median barrier was originally constructed under a 1964 contract. Under a 1972 safety contract, additional guardrail was constructed to include flares in the original installations.

Salvage value of the posts installed under the 1964 contract is considered to be $0.50 each and posts installed under the 1972 contract are valued at $1.00 each. The guardrail blocks are valued at $0.25 each.

The estimated quantities and costs are as follows:

Guardrail and Hardware	
404,860 lbs. @ $0.0275	$11,133.65
Guardrail Posts	
800 (9 yr.) @ $1.00	800.00
3,210 (17 yr.) @ $0.50	1,605.00
Guardrail Blocks	
800 @ $0.25	200.00
Total	$13,738.65

Initially, the project will be credited for $13,738.65. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
F. E. Terpin
Alfred Shirley
A. L. Hansen

ALH:ja

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1W

July 15, 1981

Tony George, Engineering
Coordinator Environmental Section

A. D. Olson
Preliminary Design Engineer

Noise Mitigation
Sunny Valley Intchge. - Jump Off Joe Creek Section
Pacific Highway (I-5)

Constructing the proposed berm would be feasible, using 1-1/2:1 slopes; however, a concrete shoulder barrier would be needed between stations L^N445+50 and 453+50 left in order to achieve the height required without encroaching on the freeway shoulder. This would need to be extended to tie to the end of the structure at L^N442+53.

The cost to construct a concrete shoulder barrier including drainage would be approximately $30,000.

Constructing the proposed berm between stations L^N445+50 and 457 left would require approximately 15,000 cu. yds. of material. As indicated in your letter, there is adequate surplus material on the project to construct this berm. The project designer indicates that the contractor can save approximately $3,000 in haul costs by placing excess material in this area. In addition, the concrete shoulder barrier would also replace 700 feet of proposed guardrail reducing the overall costs of the sound barrier another $6,000.

The additional cost to the project of constructing this sound barrier would be approximately $21,000.

This would be a Type 1-A project.

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ROAD DESIGN SECTION

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STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
EMV 3

TO: J. H. Versteeg
Head of Engineering

DATE: July 10, 1981

FROM: A. J. George, Engineering Coordinator
Environmental Section

ORIGINAL SIGNED BY
ANTHONY J. GEORGE JR.

SUBJECT: Noise Mitigation Cost Estimate
Sunny Valley Interchange-Jump Off Joe Creek Section
Pacific Highway (I-5)

Please estimate costs and evaluate engineering feasibility for a noise mitigation berm on the easterly side of the Freeway immediately south of the Sunny Valley Interchange as a part of this project.

Certain engineering considerations have already been brought to light:

1. There is surplus dirt available from a cut immediately south of the proposed berm on the same side of the freeway. Haul to the berm would be less than to a proposed waste area.

2. Proposed berm would obviate the need for about 1000' of guard rail.

3. An 18" drain pipe at Sta. L[n] 445+50, and a 6" perf. drain pipe at Sta. L[n] 446+85 would have to be modified.

4. To achieve proper height in the available space, 1½ to 1 slopes will be necessary.

To be adequate, the berm should be 9 to 11 feet high, carrying a crown elevation at least six feet higher than the profile elevation of the frontage road lying between the freeway and the homes to be mitigated.

The attached sketch shows the location of the berm. Cross sections and maps are available in Environmental and final design sections. Please contact Lee Doss or myself regarding any problems.

AJG:LD:lb

Attachment

cc: Adrian Olson w/attach
Bill Piete w/attach
Lee Doss w/attach

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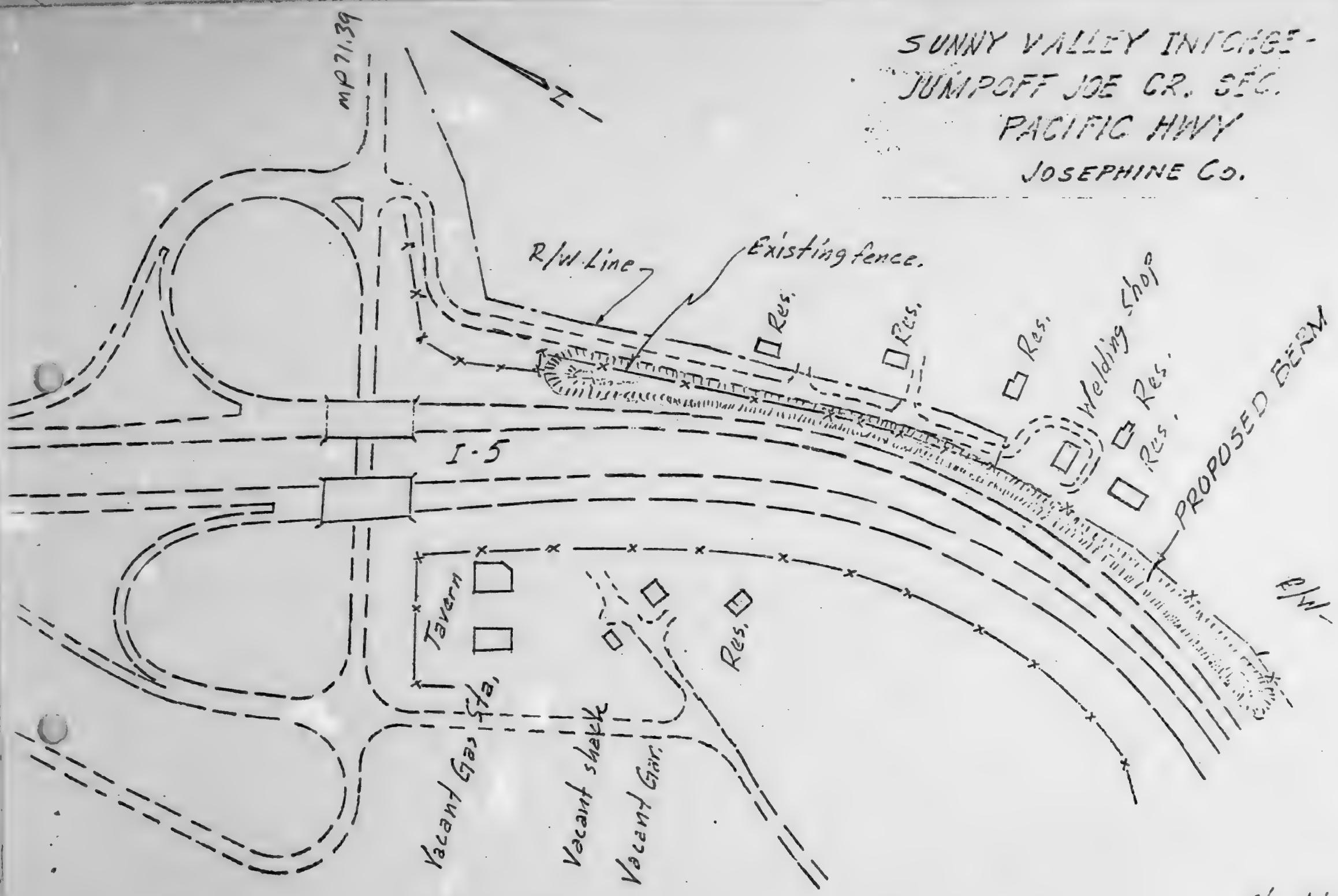
81-125-1387

SUNNY VALLEY INTCHGE -
JUMPOFF JOE CR. SEC.
PACIFIC HWY
JOSEPHINE CO.



SUNNY VALLEY INTERCHANGE

Sta 44

T. Sta 45
(Including E
slope)

9383

I-5

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: July 2, 1981

FROM: Allan L. Hansen
Design Engineer Supervisor

SUBJECT: Sunny Valley Interchange-Jumpoff Joe Cr. Sec.
Josephine County

Preliminary plans for the project were reviewed the morning of June 23, 1981, in a meeting at the Resident Engineer's office in Grants Pass. The following items were discussed:

1. Region wanted the base design of the 14-foot climbing lanes changed to Cement Treated Base (Treated In Place). This would eliminate the hazzard of the dig out adjacent to the travel lane. John Scofield has since informed me that the proposed region design cannot be treated to the required depth with available equipment. Also the area to be treated may have rocky material unsuitable for the (Treated In Place) design.

2. Concern was expressed on the method of handling traffic adjacent to the dig outs. Plans call for a four-foot distance between travel lane and dig outs with Temporary Plastic Safety Markers and Barricades for protection. Bill Beard told me that the next protective step would be concrete barrier and that it was his opinion that the situation did not warrant the expense.

3. Region requested that two additional Sequential Arrow Signs be added to the two that were proposed. Bill Beard agreed with the region's request and will make the change.

4. Plans call for Type "G-2M" Inlets to be installed in roadside ditches. Region requested that Type "ME" Inlets be used because they are easier to maintain. Plans will call for Type "ME" Inlets.

5. Earthwork on the plans indicated that the project was out of balance by 65,000 cubic yards. After a review by the designer, it was determined that a figure in an embankment bracket had been transposed from 81,000 cubic yards to 18,000 cubic yards.

6. Rock Ditch Protection shown on the typical section, sheet 2C, will be specified as Class 50 Riprap.

7. Metal Median Barrier installed in the saw tooth sections as shown on sheet 2C-2 will be Thrie Beam Barrier. The Type 2A Guard Rail will not be used in this type section.

Contains
Recycled
Materials
81-125-1367

8. There are two timber supported drainage tunnels under the Freeway on this project. The original proposal was to install 390 feet of 18-inch drain pipe in one of the tunnels and 260 feet of 18-inch drain pipe in the other tunnel. Then backfill both tunnels with Gravel Drain Material. A slide in the area of one tunnel has changed approximately 100 feet of the profile on the outlet end. After much discussion, it was decided to install 100 feet of 18-inch drain pipe in each tunnel and backfill the tunnels to that length. Also, an amount of money would be put in the contract to provide for any additional work that the Engineer deemed necessary. Contractor to be paid on an Extra Work basis.

9. The northbound structure at the Sunny Valley Interchange is to be overlaid with 1/2-inch A.C. Membrane and 1½-inch A.C. Wearing Course. Region requested that a leveling course be added because the ride over the structure is very rough. Will discuss problem with Bridge Department.

After the meeting the group in attendance toured the project site. Rough ride on the above described structure was verified. Also toured the prospective material source.

The following people were in attendance:

Jim Gix	Region Construction Engineer
Ron Busey	Resident Engineer
Bill Maude	Resident Engineer
Wally Bryant	FHWA Area Engineer
Bud Mann	Final Design
Al Hansen	Final Design

ALH:ge

cc Jim Gix
Ron Busey
Bill Maude
Wally Bryant, FHWA
Bill Piete
L. Watson
D. O. Christensen

4383 11-3-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 5-2(90) 68

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.:

COUNTY NAME: Josephine

ITEM NO.: 00008

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
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DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-3-80	Interstate 5	Primary 1

GENERAL LOCATION:

Sunny Valley Interchange - Jumpoff Joe Creek Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-21-80, you are authorized to proceed with lease acquisition on file no. 51525 as shown on R/W Map IR-4-740 to be used as a material source at a TEC of $5,000, Federal funds $4,611.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-3-80	G. K. Hassmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

9383

1-5

HIGHWAY DIVISION - ODOT

DES

Frank E. Terpin
Location Engineer

October 6, 1980

N. E. Mann
Design Engineer Supervisor

Sunny Valley-Jumpoff Joe
Pacific Highway
Josephone County

The project started as an overlay-safety project. A review of the accident history revealed a high accident rate between MP 69.9 to MP 71.3. This rate was attributable to the combination of steepness of grade and sharpness of curvature. It was decided to modify the alignment through this area by flattening the curvature in order to reduce the accident rate. Approval for this was received from FHWA July 30, 1979.

The study to determine the feasibility of modifying the alignment, the actual revising of the alignment, grades, earthwork computations, median treatment and other miscellaneous related items took a great amount more time than was estimated for the project in its original concept.

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•STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

1-5

DES 16-1

TO: MEMO TO THE FILE
N. E. Mann

DATE: September 9, 1980

FROM: N. E. Mann
Design Engineer Supervisor

SUBJECT: Engineering Cost Report
Sunny Valley-Jumpoff Joe Creek Section
Pacific Highway
Josephine County

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Work on the contract plans started in August of 1978. The original concept of this project was to overlay the travel lanes, upgrade the guardrail and median barrier, the addition of truck clumbing lanes, and signing.

A review of the accident history revealed a high accident rate between M.P. 69.9 to M.P. 71.3. This rate was due to the combination of steepness of grade and sharpness of curvature. It was decided to modify the alignment through this area by flattening the curvature in order to reduce the accident rate.

Following is a table showing the engineering costs incurred by the Final Design Section in the preparation of plans on this project. Costs due to ordering prints and IBM terminal use are not included because of the difficulty to obtain them.

FINAL DESIGN ENGINEERING COST SUMMARY

August 1978 - August 15, 1980

	*Project Modification		Final Design		Total		Orig. MP Est.	Rev. MP Est.	**%
	Days	Cost	Days	Cost	Days	Cost	Days	Days	Overrun
Road Design	70	$ 8,255	264	$31,441	334	$39,696	75	113	352% 234%
Sign Design	--	--	16	1,745	16	1,745	20	20	80%
Drafting	--	--	92	9,610	92	9,610	55	63	167% 146%
Supervision	15	2,010	52	7,622	67	9,632	--	--	--
TOTAL	85	$10,265	424	$50,418	509	$60,683	--	--	--

* This is the cost and time to modify the project to include flattening of the curvature between M.P. 69.9 to M.P. 71.3. (This probably should have been charged to Preliminary Engineering.)

** The percent of overrun is a ratio between the Final Design days and both the original manpower estimated days and the revised manpower estimated days. The revised manpower estimated days is the time estimate to develop the plans using the modified alignment.

81.125.1387

The answer to the question as to why such a large overrun in engineering costs accrued in the development of the project plans lies in several different areas:

1. The principal reason is that too much time was given to design and detail matters that were not necessary to the development of the plans.

2. There was in some degree a lack of two-way communication, both written and oral, between the designer and supervisors concerning the progress and development of the project. This resulted in time spent revising parts of the plans.

3. The thinking concerning some of the various features of the project changed during the course of its development. This was due in part to re-evaluation and in part due to changes in personnel. This created several time-consuming changes in the project.

NEM:ja

cc J. H. Versteeg
D. O. Christensen
F. Eriksen

9383

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Grants Pass, Oregon
8 September 1980

FILE: 1-5

Keith J. Martin

FROM: Keith L. Martin
Resident Engineer

SUBJECT: File 51525
Sunny Valley-Jumpoff Joe Sect.

TO: Jim Cox
Region Construction Engineer

I have reviewed map 1R-4-740 and found the area to be adequate for our needs. The additional area includes the pond required as a water source and the area zoned to set up a rock crusher and A.C. plant. We should include the provisions of file 19871 with two exceptions. The lease on file 19871 expires March 31, 1982 with no extension authorized unless work is in progress. At this time the project is programmed for 1985. File 19871 authorizes removal of approximately 50,000 tons of acceptable material. The current estimate is for 60,000 CY or approximately 120,000 tons.

If we do not also extend the lease on file 19871 until the scheduled contract date, we will not have adequate material. I am enclosing copies of a June 8, 1977 letter from Biencourt's attourney, and diary sheets for 3/21/79 and 4/5/79 by Leonard York, Right-of-Way agent. The documents indicate the property owner would not sign an extended lease at that time.

I would also recommend the lease allow the removal of up to 75,000 CY total from both areas even though 60,000 CY is the estimated quantity required.

cc: Bill Piete
Elliot Parker

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ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

copy to Frank Lowe
9-11-80

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ROAD DESIGN 378-6558

J. B. Boyd, Manager
Right of Way Section

August 11, 1980

J. H. Versteeg
Road Design Engineer

Sunny Valley Interchange-Jump Off Joe Creek
Pacific Highway
Josephine County

Attached is a description, an authorization and prints covering a proposed material source required for subject project. This area is to be leased for 5 years with the option to extend for an additional 5 years and is to be used in conjunction with the adjacent area now being leased under File 19871.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

2383

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-22-79

FEDERAL AID PROJECT NO.: I-5-2(90)68

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00008

COUNTY NAME: Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-24
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DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-22-79	Interstate 5	Primary 1

GENERAL LOCATION:

Sumny Valley Interchange-Jumpoff Joe Creek Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 10, 1979, you are authorized to proceed with all phases of right of way acquisition as shown on Right of Way Map 8B-29-22 at a TEC of $7,000 with Federal participation limited to $6,455. Full control of access will be maintained. Federal participation is limited to that right of way incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-22-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

9383.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Sunny Valley Interchange Jump off Joe Creek

DATE: September 4, 1979

The state has reviewed your project and reached the following conclusions:

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Region Engineer: 3
District Engineer: 8

[X] No significant conflict with the plans, policies or programs of state government have been identified [redacted].

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

LCDC
FISH AND WILDLIFE

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7908 2 030

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

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STATE HWY ENGR
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A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

8-6-79

BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: _____ Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments ~~for project improvement~~. (Attach if necessary)

REMARKS (Please type or print legibly)

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Region Engineer: 3
District Engineer: 8

Agency _____ By _____

I.

Department of Land Conservation and Development
Review #

This project and its related land use implications must be coordinated and consistent with the Josephine County Comprehensive Plan and efforts to develop or update the Plan. (The County anticipates requesting Plan Acknowledgment from the LCDC on / / .)

The county is responsible for determining compliance with applicable Statewide Planning Goals prior to the commencement of this project. This determination of compliance with Goals 12.

may be stated in simple conclusory form without extensive findings. In addition, the applicant should recognize citizen and agency involvement programs established by the local jurisdiction.

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Region Engineer: 3
District Engineer: 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

W. J. Hart
Aeronautics Division
B. L. Gifford
Region Engineer: 3
District Engineer: 8

P N R S STATE REVIEW

Project #: 7908 2 231 Due Date: AUG 31 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the Sunny Valley Interchange-Jump Off Joe Creek project. A Division of State Lands permit may be required if Buster Rock Bar is utilized as a rock source.

We appreciate the opportunity to reivew and comment on this project.

Agency [illegible] By James A. Hunter

08/23/79 Environmental Management Section

9353

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1979

In Reply Refer to
File No.:

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, OR 97501

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Section: Sunny Valley Intchge.-Jump Off Joe Creek
Highway: Pacific Hwy., I-5
County: Josephine

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 6, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 3 Engr: A. Shirley, Jr.
Dis. 8 Engr: G. T. Thornton
Aeronautics Division
David Powers, Parks
B. L. Gifford

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STATE HWY ENGR
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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File ✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

Page One

For Internal Use Only | 1-8] PNRS #

02 | 12] APPLICANT: Department of Transportation | 46] DIVISION: Highway

03 | 12] APPLICANT ADDRESS STREET: O'DOT Building | 46] CITY: Salem | 76] ZIP: 97310

04 | 12] CONTACT PERSON: D. H. Moehring | 46] AREA CODE: 503 | 49] PHONE: 378 | 56] EXTENSION: 6563

01 | 12] PROJECT TITLE: Sunny Valley Interchange - Jump Off Joe Creek

11 | 12] PROJECT LOCATION—CITY: Pacific Hwy., I-5 | PROJECT LOCATION—COUNTY: Josephine | PROJECT LOCATION SEC: - T: R:

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
To update safety aspects such as guardrail, signs, shoulders and so on.

06 | 12] To overlay pavement to increase its life and to improve drainage facilities.

07 | 12] The project begins at M.P. 66.64 which is at the south end of the Hugo Interchange and proceeds north over the summit of Sexton Mountain and ter-

08 | 12] minates at the north end of the Sunny Valley Interchange. This is 4.95 miles in length.

09 | 12]

10 | 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS (A) Grant	(B) Other	NON-FEDERAL MATCHING FUNDS (C) State	(D) Local	OTHER (E) FUNDS	TOTAL (F) FUNDS
2,766,600		233,400			3,000,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways | 46] FEDERAL SUB-AGENCY NAME: FHWA

15 | 12] FEDERAL AGENCY NAME: U. S. Department of Transportation

17 | (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No ☐ 30 Date: Aug. 6, 1979

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: Sept. [42] 43] DAY: 6 [44] 45] YEAR: 1979 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 6, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT
non. major

I-5-2(-)68

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 16, 1976

Section Sunny Valley Intchg. to Jumpoff Jo Unit (if appl)

County Josephine City About 8 miles north of Grants Pass

Highway Pacific State Hwy. No. I-5

Termini: M.P.(if appl) M.P. 66.64 to M.P. 71.59 Length 4.95 miles

Region III Construction Estimate $3,000,000 Program Amount

B. Purpose of Project: To update safety aspects such as guardrail, signs, shoulders and so on. To overlay pavement to increase its life and to improve drainage facilities.

C. Origin & History of Project: This section as it now exists was constructed in 1965 as part of the federal interstate program.

D. General Description of Project: The project begins at M.P. 66.64 which is at the south end of the Hugo Interchange and proceeds north over the summit of Sexton Mountain and terminates at the north end of the Sunny Valley Interchange. This is 4.95 miles in length.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 4 ; Med. Var ; Shldrs. 10 ; Parking _____

Proposed: No. Lanes 4 ; Med. Var ; Shldrs. 10 ; Parking _____

Traffic: Existing Facility: Existing ADT 9400 ; Projected ADT _____ ; Yr. 1974

Existing Level of Service _____

Proposed Facility: Projected ADT _____ ; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated YES (Yes, No); if yes, give approx. No. Parcels 1

Acres 2.5; Type of Relocation Req. NONE; No. —

Materials Source, Borrow, Waste Disposal Requirements, if any: Possible small amounts of borrow required, probably less than 5,000 cubic yards. Can be obtained within confines of the project. Do not anticipate need of waste areas outside the project limits.

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project:

Not related

FHWA and/or OSHD approvals given, if any: Approved Survey Authorization and prefix (December 14, 1972...617-1994)

Location or Design Alternatives (identify and describe): None. Safety overlay.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project traverses the western sidehill of Sexton Mountain (the roadway reaches an elevation of 1960' on the slope of this 3834' peak) and then uses the sideslope of the Rat Creek drainage to Grave Creek. Terrain then can be described variously as hilly, steep or mountainous.

Jumpoff Joe Creek crosses the highway 0.9 mile south of the project, while Wolf Creek crosses 0.13 mile north of the proposed section. The only creeks large enough to be named actually on the project section are Rat Creek and uppermost Bummer Creek--both still quite small.

Vegetation consists of pine, Douglas fir, cedar, madrone, oak, willow, alder, wild rose, scotch broom, etc. on northerly slopes and pine, madrone, oak, manzanita and ceanothus on southern slopes. The contrast between the pronounced aridity of southern slopes and the relatively lush and green northern slopes is very noticeable. While all stands of trees are very mixed with respect to age, height and species composition, on southern slopes species are less numerous, communities more specialized, stands lower and individual plants more widely spaced.

Extensive cut and fill slopes are found along the existing section, and some slope failure is being experienced north and east of Sexton Mountain Summit.

2. Cultural: There is little cultural development in the project vicinity and virtually no development along the project section. A few established housing sites are situated along upper Rat Creek, below the roadway fill. More scattered rural settlement is found around Hugo, three Pines, Pleasant Valley, up Jumpoff Joe Creek and around Sunny Valley --- all in the general project area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: None

2. Estimated Impact on Traffic Patterns: None

Consequences--Air Quality, Noise, Safety, etc.: None

3. Estimated Impact on Land Use: None

Consequences:

4. Expected Impact on Natural Ecological Resources: A variety of short-term impacts usually associated with such projects can be expected on this one. These impacts include a reduction of abutting vegetation, dilution of the quality of surface runoff, and some excavation and reshaping of roadway slopes and drainage facilities.

Consequences: Such impacts are temporary and no lasting consequences are foreseen.

5. Expected Impact on Cultural and Scenic Resources: Again, there will be a temporary reduction of roadway aesthetics and one can expect a variety of construction-related distractions.

Consequences: In the long-run, overall appearance will probably improve as roadway facilities are upgraded and the contractor leaves the project with a groomed appearance.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: None

2. Estimated Impact on Traffic Patterns: None

Consequences--Air Quality, Noise, Safety, etc.: None

3. Estimated Impact on Land Use: None

Consequences:

4. Expected Impact on Natural Ecological Resources: A variety of short-term impacts usually associated with such projects can be expected on this one. These impacts include a reduction of abutting vegetation, dilution of the quality of surface runoff, and some excavation and reshaping of roadway slopes and drainage facilities.

Consequences: Such impacts are temporary and no lasting consequences are foreseen.

5. Expected Impact on Cultural and Scenic Resources: Again, there will be a temporary reduction of roadway aesthetics and one can expect a variety of construction-related distractions.

Consequences: In the long-run, overall appearance will probably improve as roadway facilities are upgraded and the contractor leaves the project with a groomed appearance.

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: If we attempt to obtain source of material for crushing and asphalt plant in the area there is bound to be a great deal of resistance from the local people. For example, previous attempts to obtain permits to crush mine tailings in the vicinity of Grave Creek have met with failure and much public opposition.

8. Potential for Consistency of Proposal With: Not applicable.

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

   d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

Only the material source appears to be a problem on this section.

As of this writing, only the following leads have been identified:

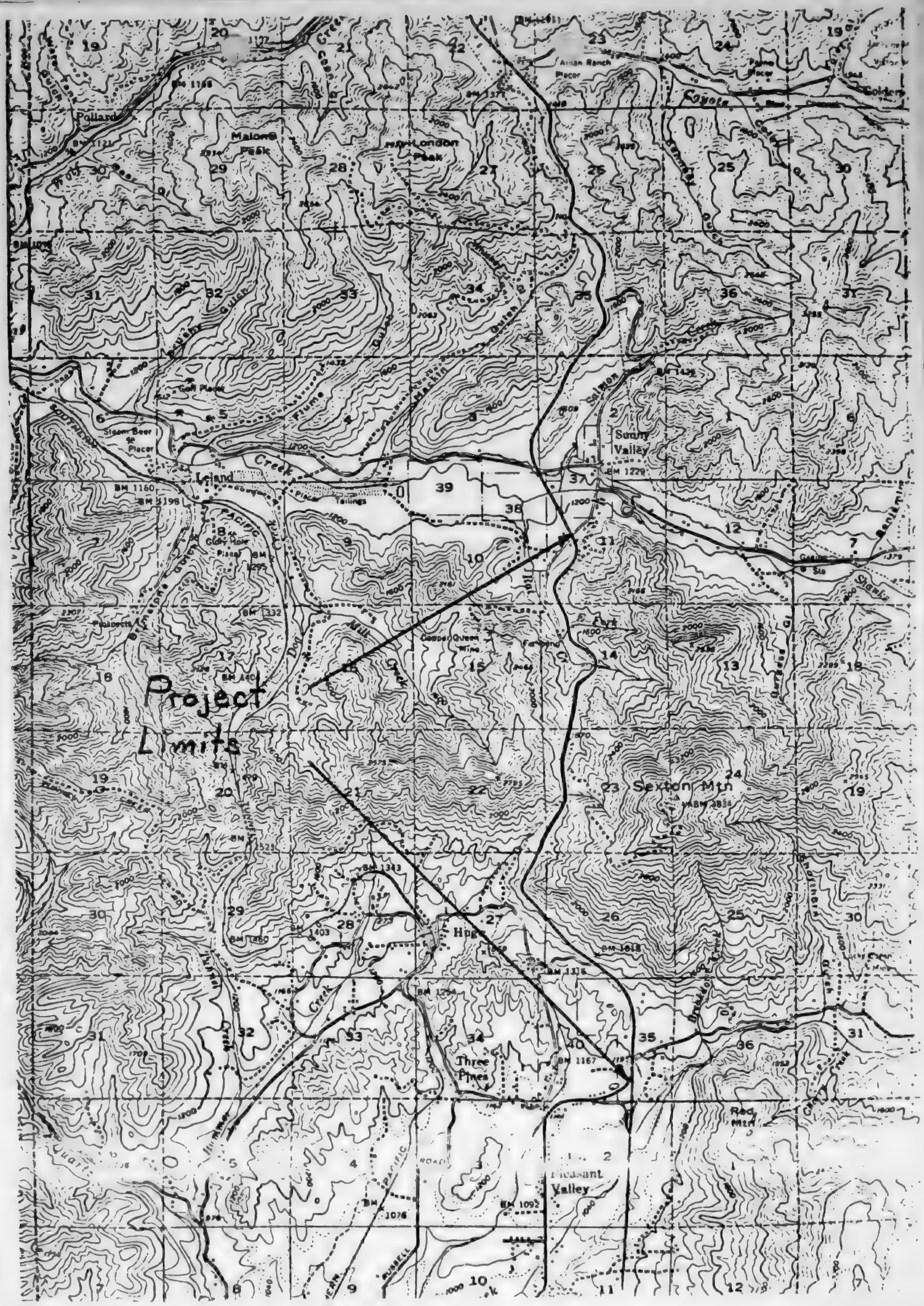
1. There are extensive mining tailings in Grave Creek just west of the northern terminus (see attached map). While these tailings appear to be a suitable material source, getting access to them is difficult. J.C. Compton Co., an OSHD contractor now in the area on nearby I-5 sections, was twice unsuccessful in trying to secure these aggregates. Stiff public opposition was encountered.

2. Busted Rock Bar, a sometime commercial source, is situated on Jumpoff Joe Creek some 3-4 miles downstream towards Merlin. It may be both suitable and available but that remains to be determined.

3. Commercial sources are available in the Grants Pass area.

4. Paving and shoulder aggregates needed are roughly estimated to be 70,000 tons.

Supplemental information will be submitted as it becomes available.


Project
Limits
Pollard
Malone Peak
London Peak
Coyote
Golden
Gulch
Mackin
Salmon
Sunny Valley
Lyland
Creek
Sloom Beer Placer
Cliff Placer
Glory Hole Placer
Placer Tailings
Pacific
Gasser Queen Mine
Sexton Mtn
Hog
Three Pines
Pleasant Valley
Red Mtn
Shasta
Russell
Dry
Mill
Fort
BM 1160
BM 1198
BM 1332
BM 1343
BM 1403
BM 1167
BM 1092
BM 1076
BM 2834

9383

I-5

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION — DEPT.

378-6558 — TELEPHONE

TO: The Files

DATE: July 31, 1979

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Vertical Clearances
Sunny Valley Interchange-Jump Off Joe Creek
[redacted] Highway
Josephine County

There are no structures crossing over the Pacific Highway within the limits of this project. This project stops short of the Pleasant Valley Road structure located at the Jump Off Joe Creek Interchange. The highway through this interchange was overlaid with 5" of A.C. in 1971-72. The vertical clearances under this structure are 15'-3" northbound and 15'-11" southbound.

It is not anticipated that the limits of the section will change; therefore, no plans are being made at the present to raise this structure.

DOC:mw
cc: E. S. Hunter
A. Shirley
F. Eriksen

Bill. File Copy
e.b

Versteeg ✓
Anderson
Christensen
Olson
Sullivan gws
Terpin
Trout
Wakerlig

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Form FHWA 121 (Rev. 5-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 30, 1979

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project I-5-2(-)
Sunny Valley Interchange-
Jumpoff Joe Creek Interchange Section
Pacific Highway
Josephine County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

I approve your proposal to flatten the two descending curves on the subject section as explained in Mr. Christensen's July 10, 1979, letter.

G. L. Green

cc:
OSHD (E S Hunter)

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DEPARTMENT OF TRANSPORTATION BLDG. SALEM, OR 97310

July 10, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Attention: Glenn Hossner

Dear Mr. Green:

Re: Sunny Valley Interchange-Jumpoff Joe Creek Interchange Section
Pacific Highway
Josephine County

In the development of contract plans for this grading, paving, signing and safety project we have determined that there are two areas with a high incidence of accidents. The areas are from M.P. 69.9 to M.P. 70.3 (Sta. 580+00 to Sta. 560+00) and M.P. 70.9 to M.P. 71.1 (Sta. 459+00 to Sta. 469+00) in the northbound lanes. The accident data for the previous five years included the information that there was one fatal accident in the first area and two fatal accidents in the second. Attached for your information is a copy of the accident data for this section.

We believe the problem is that the safe speed for the horizontal curves at these locations is below the average running speed for this section. These curves are 7° and 7° 30' and each is in reversing curve alignments and on a 6% downgrade.

The attached sketch map shows the existing alignment and the revisions proposed to ease the curves. The 7° curve, at Station 470, can be flattened to a 5° 30' curve, increasing the safe speed from 54 MPH to 60 MPH at an estimated cost of $337,000. The 7° 30' curve, at Station 565, can be flattened to a 6° 30' curve, increasing the safe speed from 52 MPH to 5[illegible] MPH at an estimated cost of $179.000.

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The Traffic Section has completed a cost/benefit study of these locations. The study indicates if 100% of the preventable accidents could be eliminated a savings of $848,550 at Station 470 and $659,750 at Station 565 would be realized. A copy of Traffic's memo of June 15, 1979, is attached.

This proposal was reviewed with Tom Lowe, FHWA, on June 18, 1979, and we received his tentative approval.

We solicit your approval of the proposed horizontal curve improvements so we can include this work in the project.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By: ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:cj
bc: E. S. Hunter
Alfred Shirley
F. E. Terpin
Fred Eriksen

9383

File
1-5

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

July 18, 1979

J. H. Versteeg
Road Design Engineer

File 50585-Yoder
Sunny Valley Interchange-Jumpoff Joe Cr. Sec.
Pacific Highway
Josephine County

Attached is a description, an authorization, and prints covering right of way required for subject project shhedaled for Nov. 15, 1979.

By: R
Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

9383 C C 1-5

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

TO: Alfred Shirley
Region 3 Engineer

DATE: July 16, 1979

FROM: for Fred Eriksen
Duane O. Christensen
Final Design Engineer

SUBJECT: Sunny Valley Intchg.-Jump Off Joe Intchg. Sec.
Pacific Highway
Josephine County

We have proposed an alignment change that will flatten the northbound lane curves at M.P. 70.9 (Sta. 470) and M.P. 70.1 (Sta. 565). For our preliminary quantity estimates, we used "as constructed" (1964) cross sections extended with elevation picked from ground contour lines furnished by the Photogrammetry Section.

The alignment proposal has received favorable response on the basis of our preliminary estimate. Now we need to have some cross sections taken by the field.

Please check our contour picked cross sections from Sta. 453+00 to Sta. 538+00 left and Sta. 571+00 to Sta. 587+00 left. From Sta. 561+50 to Sta. 571+00 left, we need cross sections taken across the old (1940) embankment from left toe of existing fill slope (1964) to left top of old embankment. We plan to flatten the slopes in this area.

From Sta. 618+00 to Sta. 643+00 left and Sta. 681+50 to Sta. 688+00 left, we need cross sections from the edge of the pavement through the ditch and a short distance up the slope to check the available width for the truck climbing lane and extra truck parking area at the summit.

For your use in obtaining the information requested, we are attaching:

1 Copy Grave Creek-Jump Off Joe Creek Plans
1 Copy IBM Construction Remeasure Cross Sections
1 Roll Cross Sections (remeasure cross sections extended from contours).

We hoped the as constructed notes could be extended, thus saving some time and effort.

If an IBM offset alignment on the left roadway shoulder would be of use to the crew doing the work, we will provide it.

DOC:mw
cc: F. Eriksen

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Wakerlig

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1-5

STATE OF OREGON

INTEROFFICE MEMO

Highway-Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: Memo to File

DATE: June 15, 1979

FROM: Don Wagner

SUBJECT: Safety Analysis
Sunny Valley Int. - JumpOff Joe Creek Sec.
Pacific Highway

At the request of the Design Section and Tom Lowe, FHWA, I have recomputed the B/C ratio on the subject section using a 5-year study period. This re-evaluation was requested so that two fatal accidents in 1974, and one in 1975, would be represented in the calculations.

Based on the 5-year study, and assuming that 100% of the preventable accidents would be eliminated by the safety improvements, the following accident cost savings were determined.

M.P. 70.65 to 71.33 ---- Savings $848,550.
M.P. 69.87 to 70.37 ---- Savings $659,750.

Versteeg ✓
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2 Christensen
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✓ Eriksen Watson
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NOTED
DWAYNE HOFSTETTER

NOTED
L. E. GEORGE

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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: March 14, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sunny Valley Interchange-Jumpoff Joe Creek Section
Pacific Highway
Josephine County
Proposed Illumination

The above named project has been reviewed for illumination using our "Guidelines for Illumination".

Sunny Valley Interchange marginally meets warrants on traffic volumes for partial interchange illumination. I recommend that this interchange not be illuminated at this time.

Jumpoff Joe Interchange does not meet warrants for illumination.

L. E. George
Traffic Engineer

VLT:cs

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 3/16/79

3/16
cy George

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 26, 1979

In reply refer to: HFO.7-OR

SUBJECT: Surfacing Design
Sunny Valley Interchange-Jumpoff Joe Creek
Pacific Highway-Interstate 5
Josephine County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation

We have reviewed the pavement structure design for the climbing lanes and final stage construction overlay of the subject Interstate section and concur with your determinations.

Approval is also given for the future stage friction course.

G. K. Hansen
for G. L. Green

cc:
F. E. Terpin (ODOT)

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OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Sunny Valley Interchange-Jumpoff Joe Creek
Highway: Pacific I-5
County: Josephine
Prefix: 617-1994
Res. Engr.

Date January 19, 1979
Traffic Coefficient 12.6
18 kip s.a. per day 2,169.1
R value 12
Frost Penetration - - -
CBE Total Requirement 39.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
*1.0"	Friction Course	----
2.0"	A.C. (Cl. B)	4.0
20.0"	P.M.B.B.	36.0
23.0"		40.0"

EXISTING ROADWAY

*1.0"	Friction Course
2.0"	A.C.O.L. (Final Application of Stage Construction) with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Operation Planning

* To be placed at a later date. Skid resistance tests will determine time for friction course.

Page _____

SECTION: Sunny Valley Interchange-Jumpoff Joe Creek

HIGHWAY: Pacific I-5

COUNTY: Josephine

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*P.M.B.B. Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
10.0 - 11.0	2.0"	16.0"	---	33.0"	18.0"
9.0 - 10.0	2.0"	14.0"	---	29.5"	16.0"
8.0 - 9.0	2.0"	12.0"	---	26.5"	14.0"
7.0 - 8.0	2.0"	11.0"	---	23.5"	13.0"
6.0 - 7.0	2.0"	4.0"	9.0"	20.5"	15.0"
4.8 - 6.0	2.0"	---	13.0"	17.0"	15.0"
Cars Only	2.0"	---	9.0"	12.5"	11.0"

TRAFFIC ANALYSIS

SECTION: Sunny Valley Interchange-Jumpoff Joe Creek

HIGHWAY: Pacific I-5

COUNTY: Josephine

13,000 Present ADT (19 79)

19 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	300	1.6	480	390	425	165,750
3	195	1.6	312	254	1400	355,600
4	90	1.6	144	117	1850	216,450
5	1850	1.6	2960	2405	3650	8,778,250
6	40	1.6	64	52	3900	202,800
				3218 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 9,718,850

TWENTY YEAR EWL 194,377,000

TRAFFIC COEFFICIENT 12.6

TRAFFIC ANALYSIS

SECTION: Sunny Valley Interchange-Jumpoff Joe Creek

HIGHWAY: Pacific I-5

COUNTY: Josephine

13,000 Present ADT (1979)

19 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	300	1.6	480	390	36.5	14,235.0
3	195	1.6	312	254	119.5	30,353.0
4	90	1.6	144	117	157.0	18,369.0
5	1850	1.6	2960	2405	296.0	711,880.0
6	40	1.6	64	52	325.0	16,900.0
				3218	TOTAL	

18 kip s.a./day 2,169.1

TOTAL AVERAGE ANNUAL 18 kip s.a. 791,737.0

TWENTY YEAR 18 kip s.a. 15,834,740

RATIO

9383

1-5

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
January 11, 1979

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Sunny Valley Interchange-
Jumpoff Joe Interchange
Pacific Highway
Josephine

We have been instructed to complete contract plans and specifications for this grading, paving, signing, safety and climbing lane project by April 1, 1979.

Material source needs for the project are estimated as follows:

Paving Aggregates	30,145 c.y.
Aggregate Shoulder Material	5,635 c.y.
Gravel Ditch Lining	205 c.y.
Special Backfill in Tunnels	166 c.y.
Granular Backfill in Tunnels	300 c.y.
TOTAL	35,451 c.y.

Please furnish us with sketch maps, development plans, and permit applications for material sources to be used. This data should be forwarded to us by March 1, 1979.

Attached for your use is one copy of prospective material sources described in the location narrative report.

FE:ab
cc: Fred Eriksen

Trout
Vertees
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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Action

9383

STATE OF OREGON

INTEROFFICE MEMO 1-5

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: January 4, 1979

SUBJECT:

Sunny Valley Intch.-Jumpoff
Joe Creek Sec.
Pacific Highway
Josephine County
Bridges 9439 and A

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

In concurrence with the field recommendations, we suggest the following overlay for the bridge decks within the limits of the above project.

Bridges 9439 and 9439A - Sunny Valley Interchange

Place asphalt membrane	1/2"
Place A.C. wearing course	1 1/2"
Total	2 "

JEB:dh

cc Jim Gix
George Hopkins
Jack Sullivan

REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

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81-125-1387

9383

1-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 9, 1976

FROM: Richard L. Lenz
Hydraulics Engineer

SUBJECT: Sunny Valley-Jump Off Joe
Pacific Highway

TO: F I L E S

On the morning of November 2, 1976, Ron Busey, Resident Engineer; George Thornton, District Engineer; Jim King, Section Foreman; and I went over the drainage on the ground to appraise Mr. Busey's recommendations for each drainage culvert.

A few changes were made on inlet configurations, mainly changing the inlet from G-2MA's to ME type inlets based on a consensus of opinions. The outlets of those culverts which showed extreme erosion patterns were also viewed and, at the recommendation of Mr. Thornton, the scoured holes should be filled with riprap (probably Class 700) as indicated by Mr. Busey. One of these locations can be easily reached from a road below the highway; the other location will require a little ingenuity on the part of the contractor but would not be too difficult to take care of.

Mr. Busey will send a list of the changes in to the Design Section in the near future. If there are any questions on this matter during the design stage, do not hesitate to contact the Hydraulics Unit.

RLL:jp

cc Frank Terpin
Hal Versteeg
Alfred Shirley, Jr
Ron Busey
George Thornton

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg ✓
Olson
2 [illegible]
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Swenson
Savage
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 14, 1976
10-19-76

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Sunny Valley-Jump Off Joe
Pacific Highway

TO: Alfred Shirley, Jr.
Region Engineer

Please review the available material sources and give us your recommendation along with necessary maps, development and reclamation details for the recommended source. Approximately 70,000 tons will be required.

Also please review the approaches at the structure ends and give us your recommendation as to feathering, or carring the overlay across the structure. The narrative submitted with the project calls for the overlay to be carried over the structure.

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Scott
Swenson
Savage
Trout

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DOC:az
cc: W. J. Hart
L. K. Watson
W. H. Sample

ROSEBURG REGION
RECEIVED
SEP 15 1976
RME | TE
RUE | DES | FILE
ENV | FAE | REI

10-19-76
CC: D.O. Christensen - A preliminary mtg. with planning comm. is scheduled for 10-25-76. We are attempting a cond. use permit for tailings on Graves Cr.

9383

1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1976

To: Alfred Shirley
Regional Engineer
Roseburg

SUBJECT: Station L^N 590 Possible Slide Correction
Sunny Valley-Jump Off Joe Section
Pacific Highway
Josephine County

Duane Christensen's memo of September 14 indicated a need for investigation of the subject slide area.

Stabilizing construction will be approved for FAI funding only if

1. The scope of work needed is greater than "normal" maintenance.
2. There is a "changed condition", which was non-existent or unknown at the time of original design.
3. The slide is not due to improper acts or negligence.

A minimum of facts needed to determine whether remedial construction at the subject location will satisfy requirements for FAI funding are listed in a memo (copy attached) describing a procedure for evaluating landslide threats. You should make a similar collection and report of facts about the subject location if you feel stabilizing construction should be undertaken there.

Frank Terpin
Location Engineer

FT-FWY:af

cc: J. H. Versteeg

REFERRED TO
Boerd — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Olson
3 Christensen
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Swenson
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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 22, 1976

FILE:

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Feasibility Study of Slide Problems
Authority for Survey of June 30, 1976

TO: Ed Hardt, Region 1
C.O. Fredrickson, Region 2
Alfred Shirley, Region 3

Authorization for a feasibility study of several slides in Western Oregon Regions was made June 30.

Intent of the authorization is that studies of various slides will be at the reconnaissance level. The first step will be to survey the size of the slide and the steepness of the terrain. A history of the sliding problem and the remedial and maintenance work completed to date will be needed. Geology of the site should be described and logs of whatever explorations now exist should be assembled.

After historical data, slide survey, geology map, and existing soils data have been assembled, preliminary plans for remedial construction should be prepared. In most cases, more than two plans are anticipated. Possibly at this stage new soils exploration should be undertaken, but this should not be done without the approval of the Soils and Geology Engineer.

It is expected that coordination with the Soils and Geology Engineer will be maintained throughout the studies. He is familiar with the goals and can advise on all matters pertaining to the preparation of the reports.

Preliminary plans and costs should be submitted to the Location Engineer for review, analysis, and recommendation to the Highway Engineer. Additional investigation will probably then be authorized at some locations. At others, it is expected that suggestions may be made for maintaining the present condition.

FET:jp
cc E.S. Hunter
Rob Cameron
Elliott Parker
Dan Gano
W.R. Fretwell
F. W. Yarbrough

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 22, 1976

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Location Engineer

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FET:jp
cc E.S. Hunter
Rob Cameron
Elliott Parker
Dan Gano
W.R. Fretwell
F. W. Yarbrough

9383

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon

September 28, 1976

FROM: J. X. WILSON
Regional Construction Engr.

SUBJECT: Sunny Valley-Jumpoff Joe
Pacific Highway
Josephine County

TO: D. O. Christensen
Final Design Engineer

The two structures on this section referred to in your letter dated 9-13-76 show considerable cracking in the top of deck. I believe, however, they are both structurally sound and only sealing should be required. Samples for chloride determination have been sent to the lab.

I recommend we call for chip sealing and friction course application in the upcoming contract.

jxw/cw

cc W. J. Hart

REFERRED TO
Beard, Reed, Cole, Sample, Eriksen, Watson, Hager, Wolfe
Return, Discuss, Do, File, Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Olson, Christensen, Scott, Swenson, Savage, Trout

RECEIVED
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ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
September 14, 1976

Duane O. Christensen
Final Design Engineer

F. E. Terpin
Location Engineer

Sunny Valley-Jump Off Joe
Pacific Highway

The field narrative for the subject section recommends widening the outside shoulders to 12 feet on uphill grades to provide a truck climbing lane. Is this justified on this section?

According to the narrative many of the outlet ends of drain pipes have suffered from erosion along with some inlet ends. Also many pipes are partially silted full at both inlet and outlet ends. Please have Hydraulics review the drainage problems on this project and give us their recommendations.

A large slide area at Station L^N 590+00 along the northbound lanes needs investigating by Mr. Yarbrough, so that appropriate corrective action may be called for in the plans if required.

DOC:az
cc: A. Shirley
Tom Savage--Please review this project in detail for necessary erosion control measures.
W. M. Sample
L. K. Watson

Verstoeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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Salem, Oregon
September 14, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sunny Valley-Jump Off Joe
Pacific Highway

Alfred Shirley, Jr.
Region Engineer

Please review the available material sources and give us your recommendation along with necessary maps, development and reclamation details for the recommended source. Approximately 70,000 tons will be required.

Also please review the approaches at the structure ends and give us your recommendation as to feathering, or carring the overlay across the structure. The narrative submitted with the project calls for the overlay to be carried over the structure.

DOC:az
cc: W. J. Hart
L. K. Watson
W. H. Sample

Versteeg ✓
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Swenson
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ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
September 13, 1976

Duane O. Christensen
Final Design Engineer

Sunny Valley-Jump Off Joe
Pacific Highway

W. J. Hart
Bridge Engineer

According to the field narrative there are two structures within the limits of the subject overlays, Bridge Nos. 9439 and 9439A. It is further noted that neither structure is paved over. The northbound structure has a poor riding surface and the southbound is showing signs of wear.

Please review these structures and give us your recommendation as to overlay treatment.

Mr. Clarence Gregg has been requested by Region to take deflection tests on the approaches to these structures.

DOC:az
cc: A. Shirley
F. E. Terpin
W. Sample
L. K. Watson

Versteeg
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FORM E-30 9383

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE JULY 22,1976

TO MEMO TO FILE

FROM PETER W. BOWERS
Engineering Geologist

REGISTERED GEOLOGIST
ELLIOTT PARKER
No. EG604.
CERTIFIED
ENGINEERING
GEOLOGIST
STATE OF CALIFORNIA

SUBJECT GRAVES CREEK BAR

On Thursday, July 15,1976, Elliott Parker accompanied by Pete Bowers met with Bill Haight of State Fish and Wildlife, at the Sunny Valley Interchange to make a joint field inspection of the Graves Creek Bar relative to possible use as a Material Source for the Jumpoff Joe-Sunny Valley Section resurfacing overlay.

The Fish and Wildlife people recommended excavation to a depth not to exceed one foot below current creek level. The area was walked over and it was determined that due to the suggested limited excavation depth there was not a sufficient quantity, Fourty Thousand (40,000) Cubic Yards, of material available in this area.

The possibility of trying to use the Placer Tailings to the West had been entertained and this was also suggested by Mr. Haight. A joint inspection was made of the tailings which consist of the same Creek gravels only they are now in large surface piles in an easily accessible area that is approximately two or three miles long paralleling the south side of Graves Creek. A previous attempt had been made to use these gravels by a contractor for the Glendale-Sunny Valley Section. Court action by local property owners was instigated but no timely final legal determination was made and the contractor chose an alternate site to complete the project.

The landowners, John E. Biencourt, Sr., et al, were contacted and they were found to be very much in favor of these tailings being used for a material source as it would also be a major step toward making reclamation of this land possible. The Assessors Plat shows a fenced off designated County Road on the South side of Graves Creek that could be used as a haul road if legally available.

The Placer Tailings are indicated to be the best available material source for the Jumpoff Joe-Sunny Valley Section resurfacing overlay. There is a large quantity of good quality rock with no stripping needed in an area where it is believed there is ample room to set up a crusher and hot plant with no detrimental effects. It would also appear at this point in time, that the added incentive of making it possible to return this land to future productive use would be another important item to favor the use of this material.

c.c. Region Construction Engineer J.X. Wilson
Resident Engineer Ron Busey
Location Engineer F. Terpin

cc to Vanstag

RECEIVED
JUL 26 1976
LOCATION

9383

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-2(-)68
Sunny Valley Interchange-Jumpoff Joe Section
Pacific Highway
Josephine County
Project Assessment

DATE: May 13, 1976

In reply refer to: 1041B.3

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 20 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Bygren
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

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STATE HWY ENGR
MAY 17'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Johnson
5-17-76

1981 Lane County Pavement Marking Project No. 5 on various streets and county roads.

9384

cda 7523	9-10-81
7522	9-10-81
7521	9-10-81

9484 10-4-1 t

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 15 '84
REFER TO
FOR
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TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

1) Authorization to hire a consultant to perform a detailed analysis of the on-line computerized inventory control system of equipment parts and maintenance supplies in the Highway Division's Equipment and Services Unit. Consultant to perform a detailed analysis of the existing system, including its design capabilities and development potential as it applies to the operation, and recommend appropriate, cost-effective alternatives to complete the project in a timely manner. Cost not to exceed $20,000. (Authorize State Highway Engineer to sign contract.)

2) Supplemental agreement with Linn County allowing the County to transfer $50,000 from their existing FAS-C allocation to State. The State will increase their participation in the project by $50,000. (Authorize State Highway Engineer to sign the supplemental agreement.)

Dated this 6 day of October, 1984

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE 10-13-84

9384

STATE COPY

SC cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

8-17-84

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8/17/84	W. N. Bryant, Area Engineer — W. N. Bryant Area Engineer	PMS-000S(106)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10/4/82	1-27-83	96 %	200 C.D.

LOCATION: Various city streets in the cities of Eugene and Springfield and various Lane Co. roads

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANE COUNTY PAVEMENT MARKING #5
VARIOUS STREETS AND COUNTY ROADS
Pavement Markings

This project provided for the furnishing and installation of Type 1 (65,805) and Type 2 (27,930) pavement markers along sections of various city streets and County roads.

A contract in the amount of $223,178.00 was awarded Swanston Equipment Co., Fargo, North Dakota on 10/14/81. Work began on 3-29-82 and was completed in reasonable close conformance with the plans and specifications, including approved changes, on 10-4-82 at a final cost of $269,924.43 which includes $243,186.43 for original bid item work, $11,304.00 for work performed under approved price agreements, a credit of $7,666.00 for excess materials purchased under a State Force Order, and $23,100.00 for construction engineering.

All overruns and underruns have been justified in a satisfactory manner. A copy of the justification is attached to the Division Office copy of this report.

NOTED
W. E. SCHWARTZ
cg 8/28

RECEIVED
STATE HWY ENGR
AUG 27 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant — W. N. Bryant Area Engineer		SIGNATURE: G. K. Hossner — Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 8/23/84	TITLE: Field Operations Engineer	DATE: 8/24/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9384

B

February 8, 1983

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9384

Gentlemen or Ladies:

On January 31, 1983, we wrote to you concerning release of final payment on Contract No. 9384 awarded to Swanston Equipment Company for the Lane County Pavement Marking Project No. 5.

Final payment on this contract is $3,000 and the total contract amount is $254,490.43. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Swanston Equipment Company
P. O. Box 1963
Fargo, ND 58107

bc: C. T. Keasey
Walt Hart
James Gix

9384 2-1-83 file D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son,Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const.,Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9384

FORM 01-736-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lane County Pavement Marking Project No. 5		WEEK ENDING: January 29, 1983
		SECTION PREFIX: 220-1050
HIGHWAY: Various Streets and County Rds		COUNTY: Lane
NAME OF JOB: Lane County Pavement Marking Proj. No. 5	KIND OF WORK: Pavement Marking	
CONTRACTOR: Swanston Equipment Company	CONTRACT NUMBER: 9384	FEDERAL AID PROJECT NUMBER: PMS-000S(106)
DATE OF CONTRACT: October 14, 1981	DATE WORK STARTED: March 29, 1982	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 192
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96
PROJECT AUTHORIZATION: $ 304,525		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 280,375	ENGINEERING AUTHORIZATION $ 24,150	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 246,824	ENGINEERING COST TO DATE $ 23,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . 12 %	This week 0	DATE PROJECT WAS COMPLETED: 10-4-82
	PERCENT OF AUTHORIZATION . . . . . 95 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Contract Work Complete - 10-04-82
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 31 1983
CONSTRUCTION SECTION

GE ___ CAE ___ FOE ___ OCS ___ SCS ___ BRO ___ OM ___ CA ___ LS ___ TC ___ PE ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1/23/83 SUNDAY	Contract Work Complete - 10-04-82
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Third Notification given on 1/17/83.

Final Inspection conducted on 10/20/82.

Semi-final submitted on 11/19/82.

This will be the last report.

SIGNED D. W. Greene LOCATION Eugene

D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Lane Co.

93841

11-30-82

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED

NOV 30 1982

ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

LANE COUNTY PAVEMENT MARKING
PROJECT No. 5
Various Streets and County Rds.
Lane County
Contract No. 9384
D. W. GREENE, Project Manager
F.A. #PMS-000S(106)

NARRATIVE REPORT

The contract for the subject project was awarded to Swanston Equipment Co. on October 14, 1981. The calendar day count began October 28, 1981. On November 4, 1981, a stop work order was issued due to weather conditions considered unsuitable for the satisfactory performance of the work. Resumption of calendar day count was March 22, 1982.

Work by the contractor began March 29, 1982. Equipment used on this project consisted of a "short flatbed" truck, with compressor, pulling a flatbed,utility trailer. The trailer, with the epoxy mixing head, provided storage of a days run of pavement markers, 5 gallon buckets of epoxy, and traffic cones.

A sandblasting unit was attached to the front of the truck, independently controlled by the driver. The sandblaster and mixing head was spaced @ 40 feet thus allowing sandblasting and pavement marker installation to be performed simultaneously.

After the contract was awarded, Lane County and the Cities of Eugene and Springfield requested that additional roads have markers installed. P. A. #2 was written to cover the costs for increasing the pavement marker quantities and for also increasing the cost of Temporary Protection and Direction of Traffic.

MATERIALS

(NON-REFLECTORIZED MARKERS) On April 12, 1982 the lab tested some samples of "Non-reflectorized" pavement markers, and found them to exceed the project minimum strength of 2000 lbs (Special Provisions, page 22).

Subsequent to power outages at the laboratory, it was determined that the testing machine had been malfunctioning.

The pavement markers were retested on April 29, 1982; and it was determined that the original results were erroneous. They showed noncompliance with the 2,000 lb. requirement; but did meet a 1500 lb. requirement, a specification change which will be used on future contract lettings. The lab recommended that the markers be accepted for use on this project. P.A. #1 was written changing the requirement of 2000 lbs. to 1500 lbs.

(REFLECTORIZED MARKERS) RAY-O-LITE and STIMSONITE reflectorized pavement markers were used on this project and found to conform with project specifications.

Apparently, Maintenance is experiencing some trouble with the Stimsonite markers that are presently installed, i.e., the reflective surface is delaminating from the main body.

(EPOXY) Two brands of epoxy were used on this project: BAUER and J & R ADHESIVE.

The Bauer epoxy was tested by the lab on March 5, 1982 and found to conform

with project standards. In cooler weather the epoxy performed favorably. In warmer weather the epoxy was too fluid. In order to get a blob of epoxy of adequate depth under the marker, the diameter of the blob had to be increased.

The lab give approval to Bauer Coatings proposal to increase the viscosity of the epoxy on hand by increasing the amount of fibrillated polyethylene fiber. The addition of fiber did not change the other physical properties of the epoxy.

J & R epoxy was tested by the lab on June 9, 1982 and found that it satisfied all requirements except for viscosity. Because of problems encountered with Bauer epoxy, P.A.#3 was written to allow the viscosity to be greater than 2000 poises.

TEMPORARY PROTECTIVE AND DIRECTIONAL MEASURES FOR TRAFFIC

Due to the mobility of the contractor's marker installation operations, certain variations in traffic control were found more applicable than depicted in the plans and specifications.

For 2-lane, 2-way roadway sections, "Road Construction Ahead" signs, traffic cones, and truck-mounted sequential arrow signs were used. The signs proceeded each end of the active work area. The traffic cones were placed on Centerline at intervals frequent enough to keep traffic off of the markers. Two truck-mounted sequential arrows (back to back) directed both lanes of traffic to stay to the right. A 60" X 24" "Pass on Right" sign was installed on the trailer. When the roadway wasn't wide enough, the contractor's equipment pulled ahead, parking on centerline; and allowed sufficient room for both lanes of traffic to pass. A pickup with mounted sequential arrow sign board trailed the active work area at a distance that allowed suitable hardening of the marker adhesive. The traffic cones were then removed from centerline. 2-lane, 1-way "in city" traffic was handled in a similar manner. For freeway type traffic, i.e., Eugene-Springfield Highway, a one lane closure was used as per standard drawing No. 2201.

No work was performed on this project that required a travel lane closure, pilot car, and flagmen.

The project was completed on October 4, 1982; and final inspection of the work was conducted on October 20, 1982.

There are no claims or other adjustments anticipated from the contractor.

D. W. GREENE
Project Manager

by G. D. Allstott

GDA:cdh

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Lane County Pavement Marking Proj. No. 5 · CONTRACT No. 9384
HIGHWAY: Various Streets and County Roads PREFIX: 220-1050
COUNTY: Lane County F.A. No.: PMS-000S(106)

SUMMARY

ITEM	UNIT	ORIGINAL	SEMIFINAL	+/-%
Bid Items	$	223,178.00	243,186.43	+9.0%
Anticipated Items	$	0.00	0.00	
Contingencies	$	10,043.01	3,638.00	-64.0%
Engineering	$	20,086.02	24,000.00±	+19.0%
Subtotal	$	253,307.03	270,824.43	+6.9%
Increased Authorization (for bid items & contingencies, 1-14-82	$	47,153.99		
Increased Authorization (for engineering, 1-14-82)	$	4,063.98		
Total	$	304,525.00	270,824.43	-11.0%

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trow
Walker
RECEIVED
NOV 30 1982
ROAD DESIGN SECTION
Do Not File
Return To
Bring
Action

LANE COUNTY PAVEMENT MARKING PROJECT No. 5

OVERRUNS AND UNDERRUNS

#	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
4.	Temporary Barricades Note: Used as needed.	Each	4	2	-50%
5.	Sequential Arrow Signs Note: Used as needed.	Each	4	3	-25%
6.	Flagman Note: This item was not used because it was unnecessary. See narrative report.	Hour	2,500	0	-100%
7.	Pilot Car Note: This item was not used because it was unnecessary. See narrative report.	Hour	100	0	-100%
8.	Mono. Dir. Crystal Type I	Each	10,485	27,827	+165%
9.	Bi. Dir. Yellow Type I	Each	55,320	59,692	+8%
10.	Bi. Dir. Red/White Type I	Each	4,865	0	-100%
11.	White, Type II	Each	21,450	17,208	-20%
12.	Yellow, Type II	Each	6,480	4,090	-37%
	Note: (Applies to Items 8 thru 12 above) Increases or decreases on the above quantities were authorized by Price Agreement #2 in response to requests by Lane County and the City of Eugene. These agencies requested that additional markers be placed and that some markers be eliminated.				

9384

L

CON

DATE: July 6, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lane County Pavement Marking Project #5
Contract No. 9384

After the contract was awarded, local agencies requested that additional roads and streets receive pavement marking. It was determined that another 107 miles of roadway would greatly benefit by adding the markings. This amounts to an estimated 20.2 percent increase in contract bid items. The project engineering and the contingency funds should be increased by the same percentage.

There are sufficient funds available in this category of work and the requested increase is eligible for federal participation.

I recommend that the project authorization be increased by $51,217.97 to a new total of $304,525. This matter will be on the consent calendar for the July 14 meeting.

OBJ:st

bc Fred D. Miller
R. W. Gormsen
George Bell
Robert N. Bothman
W. E. Schwartz
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.

93841

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Asst. State Highway Engineer

DATE: July 1, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
Lane County Pavement Marking Project #5
Contract No. 9384

After the contract was awarded, local agencies requested that additional roads and streets receive pavement marking. It was determined that another 107 miles of roadway would greatly benefit by adding the markings. This amounts to an estimated 20.2 percent increase in contract bid items. The project engineering and the contingency funds should be increased by the same percentage.

There are sufficient funds available in this category of work and the requested increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $51,217.97. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: Alfred Shirley, Jr.
Doug Greene
Robert Church
D. E. Swan

RECEIVED
STAT: HWY ENGR
JUL 1 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5

Contains Recycled Materials

81-125-1367

9384

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 6-81		County: Lane
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: PMS-000S(106)
MODIFICATION NUMBER:	6-8-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 11 ,19 81 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 258,507.00	$ 314,555.00
Federal funds	$ 258,507.00	$ 314,555.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June ,19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 1, 1982

Federal-Aid Project
No. PMS-000S(106)

Lane County Pavement Marking Project #5
Various City Streets
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 15,000.00

Type Code Y013
Pavement Marking

Subtotal of previous estimate of October 22, 1981			$223,178.00

Previous Estimate

Mono-Directional Crystal, Type 1 Markers	10,485 Each	1.99	$ 20,865.15
Bi-Directional Yellow, Type 1 Markers	55,320 Each	2.09	115,618.80
			$136,483.95

Revised Estimate

Mono-Directional Crystal, Type 1 Markers	26,775 Each	1.99	$ 53,282.25
Bi-Directional Yellow, Type 1 Markers	66,627 Each	2.09	139,250.43
			$192,532.68
		Increase	$ 56,048.73
		SUBTOTAL	$279,226.73
		Engineering	30,128.27
		TOTAL	$309,355.00

Length of Project ---------- 0.0 mi.

Gen File

Oregon State Highway Division
Salem, Oregon June 1, 1982

Federal-Aid Project
No. PMS-000S(106)

Lane County Pavement Marking Project #5
Various City Streets
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 15,000.00

Type Code Y013
Pavement Marking

Subtotal of previous estimate of October 22, 1981			$223,178.00

Previous Estimate

Mono-Directional Crystal, Type 1 Markers	10,485 Each	1.99	$ 20,865.15
Bi-Directional Yellow, Type 1 Markers	55,320 Each	2.09	115,618.80
			$136,483.95

Revised Estimate

Mono-Directional Crystal, Type 1 Markers	26,775 Each	1.99	$ 53,282.25
Bi-Directional Yellow, Type 1 Markers	66,627 Each	2.09	139,250.43
			$192,532.68
		Increase	$ 56,048.73
		SUBTOTAL	$279,226.73
		Engineering	30,128.27
		TOTAL	$309,355.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,200.00	$ 5,200.00
Pavement Markings	309,355.00	309,355.00
TOTAL	$314,555.00	$314,555.00

Group 1 100%
Contract No. 9384
Prefix: 320-1902
Prefix: 220-1050

STATE COPY 2.

9384

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 1-8		County: LANE
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: PMS-000S(106)
MODIFICATION NUMBER: 1	12/3/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 11, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,200.00	$ 258,507.00
Federal funds	$ 5,200.00	$ 258,507.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 22, 1981

Federal Aid Project
No. PMS-000S(106)

Lane County Pavement Marking #5
Various City Streets
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 15,000.00

Type Code Y103
Pavement Marking

Mobilization		All Required	$ 15,000.00
Temporary Protection and Direction of Traffic		All Required	15,000.00
Temporary Signs	261 Sq. Ft.	10.00	2,610.00
Temporary Barricades	4 Each	100.00	400.00
Sequential Arrow Signs	4 Each	1,000.00	4,000.00
Flagmen	2,500 Hour	1.00	2,500.00
Pilot Car	100 Hour	5.00	500.00
Mono-Directional Crystal Type 1 Markers	10,485 Each	1.99	20,865.15
Bi-Directional Yellow Type 1 Markers	55,320 Each	2.09	115,618.80
Bi-Directional Red/ White Type 1 Markers	4,865 Each	2.19	10,654.35
White Type II Markers	21,450 Each	1.29	27,670.50
Yellow Type II Markers	6,480 Each	1.29	8,359.20
		SUBTOTAL	$223,178.00
		Engineering	30,129.00
		TOTAL	$253,307.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,200.00	$ 5,200.00
Pavement Markings	253,307.00	253,307.00
TOTAL	$258,507.00	$258,507.00

Group 1 100%
Contract No. 9384
Prefix: 320-1902
Prefix: 220-1050

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
8-84	FEDERAL-AID PROJECT AGREEMENT 8-11-81	COUNTY LANE
		PROJECT NO. PMS-0005(106)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Countywide & Citywide (Eugene & Springfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-19-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 100.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,200.00	$ 5,200.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 8/11/81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen-File

Oregon State Highway Division
Salem, Oregon August 7, 1981

Federal Aid Project
No. PMS-000S(106)

Administrative District No. 5 Pavement Marking Project
County & City Roads (Eugene & Springfield)
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$5,200.00
	TOTAL	$5,200.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,200.00	$ 5,200.00
Retain in Program Status		
Contract Work	444,800.00	444,800.00
TOTAL	$450,000.00	$450,000.00

Group 1-100%
Prefix 320-1902

9384

FILE: SC 9384
MAT

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: May 10, 1982

FROM: JOHN C. JENKINS, PE
Engineer of Materials

SUBJECT: Lane County Traffic Marker No. 5
Contract 9384

NOTED
W. E. SCHWARTZ

sent 5-11-82

RECEIVED
STATE HWY ENGR
MAY 10 '82
REFER TO Regions
FOR
Info ✓ Insp | R/D | D/R | Sign | Act | File

On Friday, May 7, Dick Parson of Traffic Safety Supply called regarding the epoxy being used to attach traffic markers on the subject project. The epoxy meets specifications per AASHTO M237, specifically viscosity in the range 100 to 1500 poises at 77°F for the individual components. (This laboratory does not have the proper equipment to make that determination, but the manufacturer certifies the viscosity to be 920 poises on Component A and 1350 poises on Component B.) However, the contractor, Swanston Equipment Co., says the epoxy is too fluid. In order to get a blob of epoxy of adequate depth under the marker, the diameter of the blob has to be increased significantly. The result is that instead of the normal 100 markers per gallon the contractor is only getting 60 markers per gallon.

Parson got the manufacturer, Bauer Coatings Co., on the phone and we discussed solutions. Ed Rouiller of Bauer Coatings pointed out that California DOT has increased the viscosity of its marker epoxy several times during the last year. The viscosity in Formula 8040-01E-07 for rapid setting epoxy, as published in the January, 1981 version of their specifications, is 2000 to 3000 poises, Helipath TE spindle at 77°F. However, Ed Rouiller states that Caltrans' current formulation, used on recent contracts, is 8040-11J-07 and the viscosity listed in this version is 3500 to 5000 poises for each component. Caltrans obtains the viscosity in their formulation, in part, by increasing the amount of Fibrillated Polyethylene fiber. Bauer Coatings proposes to increase the viscosity of the epoxy on hand for the Lane County project by supplying 0.5 lb. of fiber for each 5 gal. kit, to be mixed on the job.

The addition of fiber is not supposed to change the other physical properties of the epoxy. A one-pint sample should be furnished this lab of each component to check these properties after modification.

gs

cc: W. E. Schwartz
C. T. Keasey
A. Shirley
D. Greene

9384

FILE: SC 9384
MAT

STATE OF OREGON

INTEROFFICE MEMO

TO: D. W. Greene
Project Manager

DATE: April 30, 1982

FROM: John C. Jenkins, PE
Engineer of Materials

SUBJECT: Tests of Nonreflective Pavement Markers
Lab Nos. 82-2237, 82-2238
82-2237 Amended
82-2238 Amended
Lane County Pavement Marking Project No. 5
Contract 9384

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

For some months we had been suffering with Traffic Control Signs and their inability to make polyester pavement markers meeting the 2000 lb. load requirement. A couple of months ago we reassessed our position on this requirement and recommended that the load requirement be reduced to 1500 lb. The recommendation was ultimately accepted and a pavement marking project to be let May 13, 1982 is the first to use this lower strength requirement.

Meanwhile we had received samples of white and yellow markers to be tested for the above referenced project which had the 2000 lb. requirement. The markers were tested on April 12 and, much to our amazement, were found to have strengths greatly in excess of the required minimum. We figured Traffic Control Signs had achieved a scientific breakthrough. The word that these markers had passed the test was given to you by phone on April 12.

Subsequent to two power outages in the lab, tests of some other material on the same machine were found to have excessively high values and the testing machine was found to have been malfunctioning.

Pavement markers for Contract 9384 were then retested on April 29 to determine if the original results were also erroneous. Unfortunately, it was determined that they were excessively high and amended reports have been prepared, showing noncompliance with the 2000 lb. requirement. The markers do meet the 1500 lb. requirement for the new project and we are recommending to the Construction Section that they be accepted for use on your project on this basis.

cc: W. E. Schwartz
C. T. Keasey
A. Shirley
Swanston Equipment Co.
Traffic Safety Supply
Traffic Control Signs

AMENDED REPORT

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

WHITE PAVEMENT MARKERS

Project: Lane Co. Pavement Marking Project No. 5
Highway: Various Streets & County Roads
Contractor: Swanston Equipment Co. No. 9384
Submitted by: Don Wackerbarth
Source of Material: Traffic Control Signs, Tacoma, WA
Sampled or inspected at: Traffic Safety Supply To be used: Pavement
Sampled or inspected by: Brent Guerrettaz, 3-9-82 Quantity represented: 21,450 Markers

Laboratory No. 82-2237
Data Sheet No. A16937
Prefix 220-1050
Laboratory charge
Date received March 10, 1982
Date reported April 30, 1982
F.A. No. PMS-000S(106)

The breaking strengths on the original report were in error due to an equipment malfunction. The retest values are as follows:

	Lot No.	
Sample	1151 W4	1027 W4
1	1663	1695
2	1765	1977
3	1614	2330
4	1706	2130
5	1898	2260
6	2039	2254

Spec: 2000 lb. min.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer A. Shirley
- X ☐ Resident Engineer D. W. Greene
- ☐ District Engineer
- X ☐ Files
- X Swanston Equipment Co.
- X Traffic Safety Supply
- X Traffic Control Signs

RECOMMENDATION:

Material as represented by this sample ~~does~~, does not comply with specifications.

John C. Jenkins

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

WHITE PAVEMENT MARKERS

Laboratory No. 82-2237
Data Sheet No. A16937
Prefix 220-1050
Laboratory charge $ 15.00

Project Lane Co. Pavement Marking Project No. 5.
Highway Various Streets & County Roads
Contractor Swanston Equipment Co. No. 9384
Submitted by Don Wackerbarth
Source of Material Traffic Control Signs, Tacoma, WA
Sampled or inspected at Traffic Safety Supply
Sampled or inspected by Brent Guerrettaz, 3-9-82

Date received March 10, 1982
Date reported April 30, 1982
F.A. No. PMS-000S(106)
To be used Pavement
Quantity represented 21,450 Markers

All samples met or exceeded the requirements of the Special Provisions. The individual test results are on file at the Materials Laboratory.

Materials Tested:

20 White Nonreflectorized Pavement Markers
Lot #1151 W4

20 White Nonreflectorized Pavement Markers
Lot #10271 W4

Breaking Strength, 2000 lb. Min.

Sample	Lot No. 1151 W4	Lot No. 10271 W4
1	4045	2150
2	3230	5372
3	3052	3235

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — A. Shirley
- X ☐ Resident Engineer — D. W. Greene
- ☐ District Engineer
- X ☐ Files
- X Swanston Equipment Co.
- X Traffic Safety Supply
- X Traffic Control Signs

RECOMMENDATION:

Material as represented by this sample does, ~~does not~~ comply with specifications.

D. W. Greene

Form 81-134-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

YELLOW PAVEMENT MARKERS

Laboratory No. 82-2238
Data Sheet No. A16938
Prefix 220-1050
Laboratory charge $ 75.00

Project Lane Co. Pavement Marking Project No. 5
Highway Various Streets & County Roads
Contractor Swanston Equipment Co. No. 9384
Submitted by Don Wackerbarth
Source of Material Traffic Control Signs, Tacoma, WA
Sampled or inspected at Traffic Safety Supply
Sampled or inspected by Brent Guerrettaz, 3-9-82

Date received March 10, 1982
Date reported April 30, 1982
F.A. No. PMS-000S(106)
To be used Pavement
Quantity represented 6480 Markers

All samples met or exceeded the requirements of the Special Provisions. The individual test results are on file at the Materials Laboratory.

Materials Tested:

20 Yellow Nonreflectorized Pavement Markers
Lot #11231Y4

Breaking Strength, 2000 lb. min.

1	5882
2	2820
3	3890

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — A. Shirley
- X ☐ Resident Engineer — D. W. Greene
- ☐ District Engineer
- X ☐ Files
- X Swanston Equipment Co.
- X Traffic Safety Supply
- X Traffic Control S[illegible]

RECOMMENDATION:

Material as represented by this sample does, ~~does not~~ comply with specifications.

John C. Jenkins

AMENDED REPORT

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

YELLOW PAVEMENT MARKERS

Laboratory No. 82-2238
Data Sheet No. A16938
Prefix 220-1050
Laboratory charge

Project Lane Co. Pavement Marking Project No. 5
Highway Various Streets & County Roads
Contractor Swanston Equipment Co. No. 9384
Submitted by Don Wackerbarth
Source of Material Traffic Control Signs, Tacoma, WA
Sampled or inspected at Traffic Safety Supply To be used Pavement
Sampled or inspected by Brent Guerrettaz, 3-9-82 Quantity represented 6480 Markers

Date received March 10, 1982
Date reported April 30, 1982
F.A. No. PMS-000S(106)

The breaking strengths on the original report were in error due to an equipment malfunction. The retest values are as follows:

Lot #11231 Y4

2287
2249
1867
2316
1889
2329

Spec: 2000 lb. Min.

REPORT TO:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X☐ Region Engineer A. Shirley
- X☐ Resident Engineer D. W. Greene
- ☐ District Engineer
- X☐ Files
- X Swanston Equipment Co.
- X Traffic Safety Supply
- X Traffic Control Sign:

RECOMMENDATION:

Material as represented by this sample ~~does~~, does not comply with specifications.

John C. Jenkins

9384 9-16-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(106)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10161

2A. COUNTY NAME
Lane

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/16/81	Various	City Streets

10. GENERAL LOCATION:
Lane County (Administrative District 5) Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK
Pavement Marking

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Swan's 9/9/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $444,800 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation Project)

Obligation 9 23

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
Maintenance
FOR
Info | Insp | Proj | Dist | Sum | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/16/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9354

September 10, 1981

City of Springfield
City Hall
Springfield, OR 97477

ACK

Attention: Ed Todd
Finance Director

MISC. CONTRACTS and
AGREEMENTS No. 7523

Gentlemen:

Attached for your records is a fully executed copy of an agreement (letter of understanding) for a Title II Pavement Marking Project in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9384

L

September 10, 1981

City of Eugene
City Hall
Eugene, OR 97401

AGR

Attention: Warren G. Wong
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7522

Gentlemen:

Attached for your records is a fully executed copy of a Letter of Understanding covering a pavement marking project in Eugene.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

9384

September 10, 1981

Mr. Donald LaBelle, Director of Public Works
Lane County
3040 North Delta Highway
Eugene, OR 97401

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7521

Dear Mr. LaBelle:

Attached for your records are two fully executed copies of an agreement (Letter of Understanding) for a Title II Pavement Marking Project in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

flm

Att.

cc Don Harwell (agree. att.)

9384

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

August 26, 1981

In Reply Refer to
File No.: PRO 6

James Hanks
Traffic Engineer
City of Eugene
858 Pearl Street
Eugene, OR, 97401

Dear Jim:

This will acknowledge receipt of three signed copies of Letter of Understanding #7522 for the proposed installation of raised pavement markers on various city streets in Eugene.

Also acknowledged is a copy of City Resolution #3568 authorizing execution of this agreement.

By copy of this letter I am forwarding these documents to the Project Management section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
L.E. George
L. Asburry
D. Jones

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 27 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Form 734-3122

9384

LANE

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/25/81

All Clear

October 8, '81 Bid Letting September 9 Deadline

SECTION Lane County Pavement Marking Project No 5
Highway
County Lane Region III
Type of Work Pavement Marking Funds PMS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					2 EXC
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study	X					

9384

6-19-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: PMS-000S(106)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10161

2A. COUNTY NAME: Lane

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/19/81

8. FEDERAL ROUTE NUMBER: Various and Non Federal

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Admin. District No. 5 Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,200 Federal Funds
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 6/12/81.

RECEIVED
STATE HWY ENGR
JUN 23 '81
REFER TO
Moehrum
FOR

Info	Invest	R/D	D/R	Sign	Act	File

m/c to 6/23

14. DATE: 6/19/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9384

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO 6-2

June 12, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10161
Project No. PMS-000S(106)
Admin. Dist. No. 5 Pavement Marking Project
Lane County

Attached data consists of PR-1 form with project maps, Authority for Survey, Project Application, List of Streets and Description of Procedures.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E Approval at an estimated total cost of $5,200 with an obligation of $5,200 in Federal funds.

DRH:bkc
Attachment

cc: L.E. George
Alfred Shirley (Region 3)
General Files

734-1839

9384 6-4-81 L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under Authority delegated to me to approve Title II projects, I approved the following:

SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL GOVT. FUNDS	APPROVAL DATE
Crater Lake Hwy. @ Antelope Road Jackson County	$ 75,000	$ 67,500	$7,500	$ -0-	5-18-81
Oregon Coast Hwy. @ Nehalem River Br. Tillamook County	60,000	54,000	6,000	-0-	5-28-81
Eugene/Springfield/ Lane County Pavement Mkg. Proj.	450,000	450,000	-0-	-0-	6-03-81
Ashland, Central Point, Glendale, Jacksonville, Phoenix & Talent Pavement Mkg. Proj. Jackson and Douglas Counties	200,000	200,000	-0-	-0-	6-03-81

H. S. Coulter
State Highway Engineer

June 4, 1981

9384 (ESL0001)

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Eugene, Springfield, Lane Co. Urban Area PMS Project Date May 29, 1981

Highway Various Streets and Roads in Urban Area Authorization No. 1

County Lane Survey Prefix 320-1902 (Assigned by Salem office)

Description of termini, route, length, etc.:

Various roads and streets in the urban area as identified by project request.

Purpose of survey: To prepare plans, specifications and estimates for installing raised pavement markings both reflectorized and non-reflectorized in urban area. This is a Title II PMS project.

PMS-0005(106)
6-19-81

Estimate of cost:

Resident Eng.	901	500
Final Design	905	3,000
Traffic	911	200
Proj. Mgmt.	920	200
Specifications	921	1,200
Adm. Serv.(eng)	922	100

PMS *[illegible]
Proj. Eng. 6-3-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 15 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ 5,200

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . .

Total all authorizations approved (Salem) . . . . .

Requests made by: Roger E Pahlisch Field Engineer

Recommended for Approval: [signature] Regional Engineer

Recommended for Approval: J. Frank E. Perpin Location Engineer

Approved: E.H. Hunter Assistant State Highway Engineer

SP*19780-734

MRP

9384

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 29, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

Eugene, Springfield and Lane County have jointly requested a project to install raised pavement markers at various locations on their local streets.

Construction will be by contract, with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
Local	Eugene/Springfield/Lane County Pavement Marking Project	$450,000	$450,000	$ -0-	$ -0-

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:er

Attachment

APPROVED:

State Highway Engineer

DATE: 6-3-81

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1981 Coliseum Area Traffic Sig. 9386
Improvement on city streets in
Portland.

CdA 6884 3-23-79

9386

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

AGE	CURRENT DOCUMENT NUMBER
02	147084

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
		4/26/88	0000601674-00

City of Portland
Rm 802
1120 SW Fifth Avenue
Portland, OR 97204-1971

Attn: Dave Hill

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

FOLD

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C3261968-000	L03	7144			844010	02	393.65
617	C09386-000	L02	1000			844010	02	45,852.54

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final settlement on IX-000C (22) & M-000C (12).

Coliseum Area Traffic Signals, Contract

#9386 Agreement #6884

	TOTAL PRICE
Total Project Cost	$445,026.87
Less: Federal Funds	(369,968.29)
Less: State Share of PE	(838.02)
Less: Credit for PE Work by City	(444.37)
Less: Advance Deposit	(27,530.00)
TOTAL AMOUNT DUE	$46,246.19

PROGRAM SECTION
MANAGER _____ OFFICE UNIT _____
FA UNIT _____ PROGRAM UNIT _____
MAY 02 1988
REFER TO _____
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

GL 1140
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: ~~Diane Galida~~ Gary Zahm PH. ~~378-5035~~ 378-6011
(INVOICE PREPARER)

734-1150 (11-86)

9386

April 18, 1988

PRO

Dave Hill
Bureau of Transportation Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Subject: Final Costs
Coliseum Area Traffic Signals

As we discussed on April 15, the city share of the cost of the subject project has increased because of changes in assumptions and use of the "FAU Replacement" funds.

This project started out as an FAU project and FAU funds were utilized for preliminary engineering. The withdrawal of I-505 made IX funds available and these were used for construction. A condition of the withdrawal made state match (9%) available for I-505 funded projects that were identified as "FAU Replacement" projects. The construction deposit requested from the city assumed the state would provide 9% match.

The subject project is not included in the "FAU Replacement" projects identified by the city, therefore, the city provides the 15% match.

The project costs are summarized on the attached itemized statement. Should you have any questions, please call me.

Very truly yours,

Gary E. Zehner
Urban Program Coordinator
Program Section

GEZ:bkw
Attach.
bc: Diane Galida
Wayne Schulte

9386

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: April 14, 1988

CITY: PORTLAND AGREEMENT NO: 6884 PROJECT NO: IX-000C(22) M-000C(12)

CONTRACT NO: 9386 SECTION: Coliseum Area Traffic Signals

PRELIMINARY ENGINEERING (M-000C(12) Prefix 326-1968):

Project Manager	$ 494.36
Work by City	7,493.51
Final Design	135.30
Traffic Section ($154.99 Nonparticipating)	2,950.83
R/W Liaison	113.40
Region Utility Liaison	9.60
Audit Services	371.98
Program Section	13.40
Specifications	1,408.45
TOTAL PE COST	$ 12,990.83

CONSTRUCTION (IX-000C(22) Prefix 326-1044 & C09386):

Payment to the Contractor	$ 364,121.63
Interest Paid Contractor (Nonparticipating)	90.75
SFO #1 Signal Controller Testing	9,300.00
SFO #3 Surplus Mullisonics VMS Master Computer (Nonparticipating)	10,000.00
Construction Engineering	281.77
Work by City	46,915.21
Program Section	33.17
Materials Testing	92.93
Technical Services	481.55
Construction Section	323.85
Metro Region Office	302.12
Audit Expense	93.06
TOTAL CONSTRUCTION COSTS	$ 432,036.04

SUMMARY:

Total P.E. Cost	$ 12,990.83
Total Construction Cost	432,036.04
Total Project Cost	$ 445,026.87
Less Federal Funds:	
P.E. (FAU)	(11,314.79)
Construction (FAI-X)	(358,653.50)
Balance	$ 75,058.58

Less State Share:		
P.E. ($12,990.83-11,314.79)÷2 =		(838.02)
City Share	$	74,220.56
Credit for P.E. Work by City	$	(444.37)
Less 65% Early Deposit 10-12-81		(15,470.00)
Less Construction Advance Deposit 10-26-81		(12,060.00)
AMOUNT DUE FROM CITY	$	46,246.19

GEZ:jc

cc: Diane Galida
Wayne Schulte
LPG Files

(ORIGINAL)

FOR APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

9386

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO. 3261044 9386

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

1-5-88

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM 9/16/81
TO 7/03/86

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-000C(22)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$432,036.04	$421,945.29	85%	$358,653.50	$358,653.50	$ 0.00

772

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	1/5/88	Asst. Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-75)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENT					
	PORTLAND CITY STREETS					
	MULTNOMAH COUNTY					
	Construction					
	Type Code Y033					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			$ 374,121.63	
SFO #1	Signal Controller Testing (State)	All Required			9,300.00	
SFO #3	Surplus the Mullisonics VMS Master Computer (City of Portland)	All Required			(10,000.00)	
	TOTAL PARTICIPATING CONSTRUCTION COST				$ 373,421.63	
	Construction Engineering					
	Work by City of Portland	All Required			$ 46,915.21	
	State	All Required			1,515.39	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 48,430.60	
	Misc. Project Cost					
	Audit Expense	All Required			$ 93.06	
	TOTAL PARTICIPATING PROJECT COST				421,945.29	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 90.75	
SFO #3	Surplus the Mullisonics VMS	All Required			10,000.00	
	TOTAL NON PARITICIPATING PROJECT COST				$ 10,090.75	
	TOTAL PROJECT COST				$ 432,036.04	
	Prepared based on Participating Cost as shown on the Federal Billing as of February 4, 1988.					

AMOUNT CARRIED FORWARD .....

U.S. Government Printing Office: 1988—486-578/49068

12-0001 (23)

OREGON STATE HIGHWAY DIVISION — REQUEST FOR WARRANT — C309 11/18

Payable to: Tice Electric Co.
PO Box 15009
Portland Or 97215

Project No.:
Hwy. Agr. No.:
Contract No.: 9386

Project:
Period Covered:

Estimate No.: 10 Final
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1000.00		
	Interest on 1000.00 from 5/14/86 – 11/13/86, 184 days @ .4932/day =	90.75		
	Totals			
	Retained ___ %			
	Total Payments	1090.75		

Approved by: R J Black

Prepared by: J Henry

Common Data Elements

Doc. No. RW C09386

1 1 13 86
Month Day Year

Agency 02 Vendor # 0000960957 Suf 00 Ref. Doc./Suf. _____ Check No. _____

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C09386	006	2100					1000.00	C09386		
02	223	"	001	"	349				90.75			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

11/17/86

FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE PAGE

CONTRACT NUMBER: C09386 ESTIMATE NUMBER: 010 TICE ELECTRIC COMPANY

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
AMOUNT TO DATE:		374,121.63	0.00	1,000.00	0.00
PRIOR AMOUNT:		374,121.63	0.00	1,000.00	0.00
PRESENT AMOUNT:		0.00	0.00	0.00	0.00

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
TOTAL		0.00	0.00	0.00	0.00

METRO REGION

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM : 1,000.00

PERCENT RETAINED :

IX-000

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

11/17/86

RACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

09386 ESTIMATE NUMBER: 010 TICE ELECTRIC COMPANY

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
374,121.63	0.00	1,000.00	0.00	373,121.63
374,121.63	0.00	1,000.00	0.00	373,121.63
0.00	0.00	0.00	0.00	0.00

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
0.00	0.00	0.00	0.00	0.00

STANDARD RETAINAGE

1,000.00

II-000 C (22)

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	CONTRACT NO.	ESTIMATE NO.
MULTNOMAH	C09386	10

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREETS	IX 000C022

SECTION
COLISEUM AREA TRAF SIG IMPROVEMENT

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.00
002	11 TEMPORARY SIGNS	SQ FT	3.0000	469.000	1407.00	1407.00
003	11 FLAGMEN	HOUR	24.7000	247.000	6100.90	6100.90
004	11 TRAFFIC SIGNAL INSTALLTN COMPLETE	LUMP SUM	224518.0000	100.000	224518.00	224518.00
005	11 MASTER COMPUTER SYSTEM COMPLETE	LUMP SUM	140000.0000	100.000	140000.00	140000.00
	PRICE AGREEMENT ITEMS					
30101	11 TRAFFIC SIGNAL IMPROVE- MENTS	LUMP SUM	595.7300	100.000	595.73	595.73
		Type Code	"P" Construction Cost	Total Cost		
		Y033	$374,121.63	$374121.63		

DATE 11 17 86 PG. 01 C09386	TOTAL CONTRACT ITEMS	374121.63	374121.63
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

MENT VOUCHER	COUNTY: MULTNOMAH	CONTRACT NO.: C09386	ESTIMATE NO.: 10			
	HIGHWAY: CITY STREETS	FEDERAL AID PROJECT NO.: IX 000C022				
	SECTION: COLISEUM AREA TRAF SIG IMPROVEMENT					

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
OTECTION AND DIR OF TRAFFIC	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
GNS	SQ FT	3.0000	469.000	1407.00	1407.00	
	HOUR	24.7000	247.000	6100.90	6100.90	
AL INSTALLTN COMPLETE	LUMP SUM	224518.0000	100.000	224518.00	224518.00	
TER SYSTEM COMPLETE	LUMP SUM	140000.0000	100.000	140000.00	140000.00	
EMENT ITEMS						
AL IMPROVE- MENTS	LUMP SUM	595.7300	100.000	595.73	595.73	
	Type Code	"P" Construction Cost	Total Cost			
	Y033	$374,121.63	$374121.63			

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
COLISEUM AREA TRAF SIG 1M CONT NO 9386 FA PROJ NOS X10 000C022 100								STATE		
	326	1044	201	00	P 1	Pay. Cont.		373,286.03		
	326	1044	204	00	P 1	Ret.		2,000.00CR		
	326	1044	270	01	P 1	SFO*1		9,300.00		
	326	1044	295	00	N 9	TR. CITY		23,530.00		
	326	1044	296	00	N 9	" ST 8.04CR	7,095.65CR	386,028.33CR	81	85
	326	1044	298	00	N 9	" FED 8.04	7,095.65	362,498.33	81	85
	326	1044	900	00	P 1	CONST. ENGRING		74.93	82	85
	326	1044	903	00	P 1	Pay Loc Govt	8,292.09	44,970.10	81	85
	326	1044	920	00	P 1	Proj. Sec.		37.17	81	85
	326	1044	941	00	P 1	Part Lab		11.70	81	85
	326	1044	944	00	P 1	Tech. Serv.		481.55	81	85
	326	1044	945	00	P 1	Const. Sec.		106.99	81	85
	326	1044	948	00	P 1	Gen. Const Eq.	46.22	203.94	82	85
			Y01	P1			21CR 8,338.31	426,468.41		
			** JOB TOTALS **				.21CR** 8,338.31 **	426,468.41 **		
FARISS RD-POWELL BLVD(GRESHAM CONT NO 9400 * FA PROJ NOS X10 9867005 100								X10 9867005		
								STATE		
	326	1046	201	00	P 1			1,088,841.21		
	326	1046	201	00	N 1			15,203.20		
	326	1046	204	00	P 1		1,884.48CR			
	326	1046	204	00	P 8		1,884.48			
	326	1046	206	00	N 1			29.00		
	326	1046	210	02	P 1			1,000.00		
	326	1046	270	01	P 1			2,625.45		
	326	1046	270	03	P 1			5,200.00		
	326	1046	270	06	P 1			7,296.75		
	326	1046	270	08	P 1			69,613.52		
	326	1046	270	12	P 1			56.47		
	326	1046	285	04	P 1			1,473.90		
	326	1046	285	05	P 1			5,080.74		
	326	1046	285	10	P 1		2,137.05	2,137.05		
	326	1046	285	11	P 1			5,680.27		
	326	1046	295	00	N 9			196,675.00		
	326	1046	296	00	N 9		5,656.06CR	1,345,134.33CR		
	326	1046	298	00	N 9		3,856.41	1,131,446.42		
	326	1046	299	00	N 9		1,799.65	17,012.91		
	326	1046	900	00	P 1		3,584.5	120,028.34		
	326	1046	900	00	P 8		4,460.71CR			
	326	1046	900	00	N 1		923.45	1,766.71		
	326	1046	900	00	N 8		25.13CR			
	326	1046	915	00	P 1		336.34	1,165.95		
	326	1046	915	00	P 8		15.85CR			
	326	1046	920	00	P 1		15.86	30.99		
	326	1046	920	00	P 8		.64CR			
	326	1046	940	00	P 1		335.52	8,699.90		
	326	1046	940	00	P 8		335.52CR			

JOB COST SUMMARY RUN ON 03-21-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 03/18/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C09386	000		555	0521	CONT. ACCT GROUP		2.90	
OBJ-DETAIL 555			DATA ENTRY				2.90	
ACTIVITY							2.90	SUBTOTAL CONST. ENGRING ✓
C09386	000	010	001	0813	FINAL EST. GROUP		38.94	
C09386	000	010	001	0821	QUALITY CONTROL GROUP		167.53	
OBJ-DETAIL 001							206.47	
ACTIVITY	010	SUN. & ADM.					206.47	SUBTOTAL CONST. SEC. ✓
C09386	000	900	001	1083	ASSURANCE SPEC. METRO REG.		302.12	
OBJ-DETAIL 001							302.12	
ACTIVITY	900	PROJ. ENGRING					302.12	SUBTOTAL METRO REG OFF ✓
C09386	000	940	001	8221	MATERIALS OFFICE MISC. GR.		81.23	
OBJ-DETAIL 001							81.23	
ACTIVITY	940	MATERIALS TESTING					81.23	SUBTOTAL MATERIALS TESTING ✓
SUB-JOB	000	SUBTOTAL					592.72	
C09386	001		300	1000	METRO REG.		90.75	
OBJ-DETAIL 300			INTEREST PAID CONT.				90.75	
ACTIVITY							90.75	SUBTOTAL NON-PART- INTEREST ✓
SUB-JOB	001	SUBTOTAL					90.75	
C09386	010		598	0521	SF03 (CONTRACT ACCTING GROUP)		10,000.00	
OBJ-DETAIL 598							10,000.00 ✓	
ACTIVITY							10,000.00	SUBTOTAL NON-PART- SF03
SUB-JOB	010	SUBTOTAL					10,000.00	
C09386	011			1000	METRO REG.		426,468.41	***
OBJ-DETAIL							426,468.41	
C09386	011		300	0100	ST. HWY ENGR.		835.60	
OBJ-DETAIL 300		PAY CONTRACTOR					835.60	PAY CONTRACTOR ✓
C09386	011		341	1010	METRO REG. OFF.		1,182.07	
			COOP PAYMENTS LOC. GOVT.					

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

JOB COST SUMMARY RUN ON 03-21-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 03/18/88

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
							1,182.07	PAY LOC. GOVT ✓
OBJ-DETAIL 341								
								CONT. ACCTNG GR.
C09386	011		598	0521	SF03		-10,000.00 ✓	
OBJ-DETAIL 598			CREDIT				-10,000.00	
							418,486.08	SUBTOTAL
ACTIVITY								
C09386	011	010	001	0521			10.39	
OBJ-DETAIL 001							10.39	
ACTIVITY	010	SUPV. \$ADM.					10.39	SUBTOTAL CONST. SEC. ✓
C09386	011	050	001	0570			91.32	
OBJ-DETAIL 001							91.32	
C09386	011	050	008	0570			1.74	
OBJ-DETAIL 008							1.74	
ACTIVITY	050	AUDIT					93.06	SUBTOTAL AUDIT
C09386	011	901	341	1010	METRO REG. OFF.		763.04	
OBJ-DETAIL 341							763.04	
ACTIVITY	901	ENGRNG CONSULTANT APPL.					763.04	SUBTOTAL PAY CITY ✓
SUB-JOB	011	SUBTOTAL					419,352.57	
EA	C09386	TOTAL					430,036.04	

xxx INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

9386 jc cc: OSHD (L. W. Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/9/87	Larry Heil, Assistant Area Engineer	IX-000C(22)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
5/24/83	October 8, 1986	120 %	365 C. D.

LOCATION: SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENTS
CITY STREETS
Traffic Signal Installations

Work on this project consisted of installation of a master computer system and new controllers at nine intersections in the Coliseum area in Portland.

The contract was awarded to Tice Electric Company on October 14, 1981. Work started March 9, 1982 and was completed May 24, 1983. A time extension was designated for those days used in excess of the specified 365 C. D. The project was delayed because the City was delayed in the acquisition and installation of the final interconnect Modems. The final cost of construction of $431,401 is 1% over the original authorization. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
MAR 18'87
REFER TO
medrickson
FOR
Info | Invest | R/D | D R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Larry Heil		SIGNATURE: J. E. Schwartz	
TITLE: Assistant Area Engineer	DATE: 3-16-87	TITLE: District Engineer A	DATE: 3/17/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9386

file copy

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Tice Electric Company Contract No. 9386	Coliseum Area Traffic Signal Improvement Multnomah County	10-8-86
Copenhagen Utilities and Construction, Inc. Contract No. 9861	SW 6th Ave.-SW 4th Ave. (Portland) Connector Multnomah County	10-8-86
J. C. Compton Company Contract No. 9893	Langdon Lake-Blue Mountain Summit Umatilla and Union Counties	10-8-86
Holst Construction Contract No. 9892	Oar Creek Bridge Douglas County	10-8-86
Fabricators, Inc. Contract No. 9534	E. Portland Fwy.-SE 122nd Clackamas County	10-9-86
A. K. Lundmark and Son, Inc. Contract No. 9843	Cronin Cr. (Foss Rd) Bridge Tillamook County	10-9-86
Schoolhouse R Electric Contract No. 9964	Mt. Hood Hwy at Ruben Lane (Sandy) Clackamas County	10-9-86
R. L. Coats Contract No. 9707	Salt Creek Tunnel-Klamath County Line Lane County	10-9-86
Copeland Paving, Inc. Contract No. 10006	District 8 Paving Project Josephine County	10-24-86
Lundeen Coatings Trust Acct. Contract No. 9718	Yaquina Bay Bridge Lincoln County	10-24-86
M. C. Lininger and Sons, Inc. Contract No. 9691	Upper Truck Escape Ramp (Siskiyou) Jackson County	10-24-86

E. H. Itschner and Company Contract No. 10220	Long Creek Project Grant County	10-24-86
Valentine Surfacing Company Contract No. 10007	District 11 Paving Project Lake and Harney Counties	10-24-86
Donald W. Thompson, Inc. Contract No. 10099	Myrtle Creek (Brayden) Coos County	10-24-86

EXPENDITURE RECAP

	Above Projects	FY To Date
Original Authorization	$ 8,933,947.67	$36,638,395.33
Anticipated Costs	10,353,647.43	39,072,602.58
% Overrun (Underrun)	+15.9%	+6.6%

11/21/86
Date

W. E. Schwartz
Assistant State Highway Engineer

CPC/FL6/OCT86

9386

October 13, 1986

CON 5 - 9386

Peerless Insurance Company
Rathbone, King & Sealey
1 S. W. Columbia
Portland, OR 97201

Contract No. 9386 awarded to Tice Electric Company for the Coliseum Area Traffic Signal Improvement Project in Multnomah County was completed on April 14, 1986, and accepted by the State Highway Division on October 8, 1986.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 20, 1986.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

slp
cc: Tice Electric Company
P. O. Box 15009
Portland, OR 97215

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Rick Kuehn

9386

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-000C(22)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90049

2A. COUNTY NAME: Multnomah

6. TO: 10-7-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: January 7, 1986

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

Coliseum Area Traffic Signal Improvement

11. GENERAL DESCRIPTION OF WORK

Sale of the Master Computer

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

We approve the advance authorization date of 1/7/86 as requested in Mr. Fredrickson's letter of 9/9/86 as being cost effective for the use of City of Portland forces to proceed with the above sale.

State Force Order No. 3 to credit the project is approved to a TEC of $10,000 Credit; Federal Funds $8,500 Credit.

RECEIVED
STATE HWY ENGR
OCT 8 '86
REFER TO Potter
FOR

Info	Invs	R/U	D/R	Sign	Act	File

Orig to 108

14. DATE: 10/7/86

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9386

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 29, 1986

In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
9386

FROM: Bruce McWalter for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-000C(22)

Contract 9386 , Work Completed May 24, 1983

Project Coliseum Area Traffic Signal Improvement

Highway City Streets

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

This project had a three year establishment period on the signals.

Acceptance Date April 22, 1986

G. H. Kristiansen
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO
FOR
Info | Invest. | E/D | D/E | Sign | Set | File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

L. W. RULIEN
RECEIVED
SEP 02 1986
OREGON DIVISION

734-2023 (2 85)

9386

jc OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

IN COMPANY WITH: Mike Smith, OSHD: Bill Kloss and Frank Buchler, City of Portland

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-22-86	T. P. Lowe, Area Engineer	IX-000C(22)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	126 %	100 %

COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENTS
CITY STREETS
Traffic Signal Installations

Work on this project consisted of installation of a master computer system and new controllers at nine intersections. The contractor overran the completion date by 119 days. A time extension for 119 days was granted.

The final estimated cost of $423,000 is within one percent of the authorization.

The completed work appears to be in accordance with the contract requirements and therefore acceptance is recommended.

- TPL -

RECEIVED
STATE HWY ENGR
SEP 25 '86

NOTED
W. E. SCHWARTZ

REFER TO
Fredrickson
FOR

Mt	Lm	R/D	D/R	Sign	Mtl	File

Form FHWA-1446A
(Rev. 2-84)

93864

CON

June 6, 1983

Tice Electric Company
2139 SE Belmont St.
Portland, OR 97214

Time Extension Request
Coliseum Area Traffic Signal
Improvement Project
Contract No. 9386
FAP No. IX-000C(22)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 119 calendar days is granted due to the additional work done in the acquisition and installation of the final interconnect Modems.

The adjusted contract time of completion of this project is 574 calendar days. This will eliminate all liquidated damages under this contract.

/S/ R. L. Schroeder

for W. E. Schwartz, P. E., P.L.S.
Assistant State Highway Engineer
for Operations

WES:OBJ:mk rb

bc: C. T. Keasey
Al Harwood w/att.
Dean Franklin w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: April 27, 1983

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: CONTRACT No. 9386
Contractor's Request for Adjustment
Of Contract Time

I have reviewed the attached "Contractor's Request for Adjustment of Contract Time." I have also reviewed the Project Manager's recommendation. I concur with the Project Manager in recommending an additional 92 ~~86~~ day extension.

6-2-83

W. E. Schwartz —

Contract time was actually exceeded by 119 C.D., all of which resulted from the "modems" not being furnished by the City of Portland as stated in the contract. All time should be returned to the contractor and I so recommend.

O. B. Jacksmond

CE CAE FOE OCS SCS ESO

RECEIVED
MAY 10 1983
CONSTRUCTION SECTION

OM CA LS TC FE CP

MBS/gw
Attachment

CC: Bryant Jacksmond - with original attachments.
According to Mike Smith, the delays by the City of Portland in getting the purchase order issued is the cause of the additional time overruns. Recommend we grant the 92 days.
Marion Craft

81-125-1387

Contains Recycled Materials

CITY OF
PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Mike Lindberg, Commissioner
D. E. Bergstrom, City Traffic Engineer
1120 S.W. 5th Avenue, Room 902
Portland, Oregon 97204-1969
(503) 796-5185

April 21, 1983

Oregon Transportation Commission
Salem, OR 97310

Gentlemen:

Enclosed are two copies of form 734-3320, with letters from Multisonics Inc. The facts brought out in Multisonics letter are true. The City purchase order was delayed in issuance.

Originally, Multisonics said they needed sixty (60) days after they received the purchase order for the modems. Thirty (30) days was added to the request to allow for testing and installation making the request total ninety (90) days.

Multisonics points out that they received the P.O. on January 27, 1983. According to their original schedule that would have made delivery March 27, 1983. The modems were delivered April 20, 1983.

I cannot in good conscience recommend the one hundred forty (140) day extension they have requested. Due to the delay in getting the P.O. issued I would recommend ninety two (92) days added to the original time extension making the last day of the contract April 27, 1983.

Sincerely,

Dean L. Franklin

Dean L. Franklin
Resident Engineer

DLF/as

9386 b c IX-000(22)

STATE OF OREGON
Contract Payments 378-6594 CON 5

INTEROFFICE MEMO

TO: H. H. Patterson
Construction Office Manager

DATE: June 1, 1983

FROM: R. D. Church by MK
R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9386, Work Completed May 24, 1983

Project Coliseum Area Traffic Signal Improvement

Highway City Streets

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date 9-30-86

R. D. Gatteson
Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
~~Hank Wakerlig~~
~~Jack Sullivan~~ Bill Quinn
~~Ed Haury~~
Dave Canfield
Don Wackerbarth
~~Leon Brock~~ Richard Kuehn
Bob Oakes

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 7 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

c

81-125-1387

12X6

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland	WEEK ENDING: 4-23-83	
	SECTION PREFIX: 326-1044	
HIGHWAY: City streets	COUNTY: Multnomah	
NAME OF JOB: Coliseum Area Traffic Signal Improvements	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: Tice Electric Co.	CONTRACT NUMBER: 9381	FEDERAL AID PROJECT NUMBER: IX-000 C (22)
DATE OF CONTRACT: 10-27-81	DATE WORK STARTED: 3-9-82	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 455	CALENDAR DAYS USED 543
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 119.34
PROJECT AUTHORIZATION: $458,823.75	ENGINEERING AUTHORIZATION $36,382.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 88.05
EXCLUSIVE OF ENGINEERING: $422,441.25	ENGINEERING COST TO DATE $10,310.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 81.227
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $423,036.99	PERCENT OF AUTHORIZATION 28.34 %	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 28 1983
CONSTRUCTION SECTION

CE K OM
CAE CA
FOE LS
OCS TC
SCS FE
EEO CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	NO Activity
MONDAY	" "
TUESDAY	" "
WEDNESDAY	MODEMS DELIVERED TO Cable systems.
THURSDAY	NO Activity
FRIDAY	NO Activity
SATURDAY	NO Activity

REMARKS

SIGNED Dean L. Franklin LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9386 (MEMORANDUM) 326-1968

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-3-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.

STATE Salem OR 97310

Oregon

VOUCHER PERIOD FROM

TO 12/11/78

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-000C(12)

(*) Use Form FHWA-1447 for Final Vouchers on a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,546.46	$12,835.04	88.15%	$11,314.79	$11,314.79	$ 0.00

RECEIVED DIVISION OFFICE

BY DATE

DIVISION OFFICE REVIEW MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS Oregon

12/3/82 Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Coliseum Area Traffic Signal Improvements **City Streets (Portland)** **for Multnomah County**					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 4,970.35	
	Work by City of Portland	All Required			7,493.51	
	Total Participating Preliminary Engineering				$12,463.86	
	Misc. Project Cost					
	Audit Expense	All Required			371.98	
	Total Participating Project Cost				$12,835.84	
	Nonparticipating Project Cost					
	City of Portland Share of Project	All Required			(289.38)	
	Total Project Cost				$12,546.46	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/16/82.					

AMOUNT CARRIED FORWARD .....

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1967	901	00	P 1			72.54	
	326	1967	905	00	P 1			82.96	
	326	1967	906	00	P 1			6.00	
	326	1967	912	00	P 1			.90	
			TOT		P1			162.40	
			** JOB TOTALS **			**	**	162.40	**

STATE

COLISEUMAREATRAFSIG CONT NO 0000 * FA PROJ NOS M 000C012 100

	326	1968	294	00	N 1		4.65CR	444.37CR	
	326	1968	296	00	N 9	754.79CR	754.79CR	11,314.79CR	
	326	1968	298	00	N 9	754.79	754.79	11,314.79	
	326	1968	901	00	P 1	Proj. Mgr.	7.72	496.36	
	326	1968	902	00	P 1	Pay Loc. Govt		7,493.51	
	326	1968	905	00	P 1	Fin. Des.		135.30	
	326	1968	906	00	P 1		8.74CR	8.74CR	
	326	1968	911	00	P 1	Tr. Sec.		2,795.84	
	326	1968	911	00	N 1	" "		154.99	
	326	1968	913	00	P 1	R/W Lia.		113.40	
	326	1968	914	00	P 1	Reg. Jt. Lia.		9.60	
	326	1968	915	00	P 1	Audit Serv	371.98	371.98	
	326	1968	920	00	P 1	Prog. Sec		13.40	
	326	1968	921	00	P 1	Specs.		1,408.45	
			TOT		P1		8.74CR	12,835.84	
			TOT		N1		370.96	289.38CR	
			** JOB TOTALS **			8.74CR**	4.65CR 366.31 **	12,546.46	**

STATE

PORTL TRAF SIG @ 5 LOCAT CONT NO 0000 * FA PROJ NOS M 000C013 100

	326	1970	294	00	N 1		43.03	291.94CR	
	326	1970	296	00	N 9		187.48CR	10,757.48CR	
	326	1970	298	00	N 9		187.48	10,757.48	
	326	1970	901	00	P 1		19.53	65.79	
	326	1970	901	00	N 1		19.53CR		
	326	1970	903	00	P 1		723.25CR	4,906.44	
	326	1970	905	00	P 1		4.50CR	357.74	
	326	1970	911	00	P 1		73.32CR	3,998.50	
	326	1970	913	00	P 1			53.34	
	326	1970	915	00	P 1			374.15	
	326	1970	920	00	P 1			71.09	
	326	1970	921	00	P 1			2,098.86	
	326	1970	986	00	P 1			273.55	
			TOT		P1		781.54CR	12,199.46	
			TOT		N1		23.50	291.94CR	
			** JOB TOTALS **			**	758.04CR**	11,907.52	**

STATE

PORTL PED SIG CONT NO 0000 * FA PROJ NOS M 000C011 100

	326	1971	294	00	N 1	130.49CR

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1960	1# XI	-0000-008 APPR-823	8,420.09	9,817.06	9,817.06	85.77	8,420.09	8,420.09		
	2# X10	-0000-008 APPR-772	2,090.44	2,437.26	2,437.26	85.77	2,090.44	2,090.44		
326-1960	PREFIX TOTALS		10,510.53	12,254.32	12,254.32		10,510.53	10,510.53		
326-1961	1 X10	-9877-001 APPR-772	6,491.65	8,512.96	8,502.60	85.77	7,292.68	6,491.65	801.03 B	
326-1962	1# RR00	-000S-030 APPR-686	902.70	1,009.44	1,003.00	90.00	902.70	902.70		
326-1965	1 M	-9956-003 APPR-436	185,828.00	238,693.76	236,891.90	78.19	185,225.78	185,225.78		125.63
326-1966	1 XI	-9926-002 APPR-823	136,232.00	156,500.49	156,022.27	85.77	133,820.30	133,694.67	.16 B	
	2 X10	-9926-002 APPR-772	17,240.00	20,100.46	20,100.46	85.77	17,240.16	17,240.00	.16	125.63
326-1966	PREFIX TOTALS		153,472.00	176,600.95	176,122.73		151,060.46	150,934.67		
326-1967	1# PMS	-000S-067 APPR-140	162.40	162.40	162.40	100.00	162.40	162.40		
326-1968	1# M	-000C-012 APPR-436	11,314.79	12,546.46	12,835.84	88.15	11,314.79	11,314.79		
326-1970	1# M	-000C-013 APPR-436	10,757.48	11,907.52	12,199.46	88.18	10,757.48	10,757.48		
326-1971	1# M	-000C-011 APPR-436	4,152.67	4,715.06	4,709.31	88.18	4,152.67	4,152.67		
326-1972	1# PMS	-000S-086 APPR-140	184.40	184.40	184.40	100.00	184.40	184.40		
326-1973	1# RRS	-9314-001 APPR-138	142.60	181.33	158.44	90.00	142.60	142.60		
326-1977	1# M	-9793-001 APPR-436	146,037.82	170,454.53	170,207.25	85.80	146,037.82	146,037.82		
326-1978	1 M	-9926-001 APPR-436	316,037.00	383,237.30	380,767.31	85.74	326,469.89	316,037.00	10,432.89 B	
	2 XI	-9926-001 APPR-823				85.00				
326-1978	PREFIX TOTALS		316,037.00	383,237.30	380,767.31		326,469.89	316,037.00	10,432.89	
326-1979	1# RRS	-9298-001 APPR-138	978.97	1,511.48	1,087.74	90.00	978.97	978.97		
326-1980	1 RR0	-000S-049 APPR-686		72.56	72.56	90.00	65.30		65.30 A	
326-1981	1 XI	-9699-003 APPR-823	17,700.00	25,657.92	25,270.91	85.80	21,682.44	17,700.00	3,982.44 B	
326-1983	1# RRP	-9295-001 APPR-139	185.32	205.91	205.91	90.00	185.32	185.32		
326-1985	1# RRP	-9311-001 APPR-139	385.52	428.36	428.36	90.00	385.52	385.52		
326-1987	1 M	-9945-001 APPR-436	392,964.00	364,453.74	361,508.85	85.80	310,174.59	307,583.48		2,591.11
326-1988	1 RRP	-000S-023 APPR-139	1,000.00	345.26	345.26	90.00	310.73	172.99		137.74

9386

CON

November 3, 1982

Tice Electric Co.
PO Box 15009
Portland, OR 97214

Time Extension Request
Coliseum Area Traffic Signal Improvement
Contract No. 9386
FAP No. IX-000C(22)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of 90 calendar days is granted to allow time to acquire the necessary modems for this project.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
M. Smith w/att.
D. L. Franklin
City of Portland w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: October 12, 1982

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: CONTRACT 9386
Coliseum Area Traffic Signal Improvement
Contractor's Request for Adjustment of
Contract Time

CE CAE FOE OCS SCS EEO

RECEIVED
OCT 25 1982
CONSTRUCTION SECTION

OM CA LS TC FE CP

I have reviewed the attached contractor's request for adjustment of contract time and discussed it with the Project Manager. I find that the City of Portland is the cause for the delay and concur with Project Manager Franklin's recommendation for a time extension as requested by the contractor.

10-27-82
W.E. Schwartz:
I concur and recommend a time extension of 90 C.D.

MBS/gw
Attachment

cc: Bryant Jackmond - with original attachments.
The city has recognized and stated that they are responsible for the delay. The contractor is asking for 90 days. The city recommends we grant this request, and I concur.
D Marion Craft

81-125-1307

9386

2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon STATE COPY
11-44	FEDERAL-AID PROJECT AGREEMENT 11-481	COUNTY Multnomah
		PROJECT NO. IX-000C(22)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coliseum Area Traffic Signal Improvements

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 458,825.00	$ 390,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator _____

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 22, 1981

Federal Aid Project
No. IX-000C(22)

Coliseum Area Traffic Signal Improvement
Portland City Streets
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y033
Traffic Signals

Temporary Protection and Direction of Traffic		All Required	$ 1,500.00
Temporary Signs	521 Sq. Ft.	3.00	1,563.00
Flagmen	270 Hour	24.70	6,669.00
Traffic Signal Installation, Complete		All Required	224,518.00
Master Computer System, Complete		All Required	140,000.00
			$374,250.00

Anticipated Items

Signal Controller Testing	All Required	$ 9,000.00
Factory Master Computer Inspection	All Required	1,000.00
		$ 10,000.00
SUBTOTAL		$384,250.00
Engineering		51,873.00
TOTAL		$436,123.00

Length of Project---------- 0.00 mile

Work Retained in Program

Connect to Existing System (City)	$ 5,000.00
Interface Modems (City)	15,000.00
	$ 20,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signal	$436,123.00	$370,704.00	$39,251.00	$26,168.00
Reserve	22,702.00	19,296.00	2,044.00	1,362.00
TOTAL	$458,825.00	$390,000.00	$41,295.00	$27,530.00

Group 1	100%
Contract No.	9386
Prefix:	326-1922
Prefix:	326-1044

9382

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

PRO 6

October 23, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90225
Project No. IX-9809(5)
N.E. Col. Blvd.-N.E. Weidler St. Sec., Unit 1
Multnomah County

I request approval of a program change releasing $55,100 of federal funds from the subject project in order to provide sufficient funds to finance the award of contract on Project No. IX-000C(22).

Enclosed are revised project agreement estimates and Modified Project Agreements for the subject project.

CL:bkc
Attachments

cc: R.N. Bothman
J. Rose
Judy Smith
Gary Zehner
General Files

Form 734-3122

9386

J

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

October 19, 1981

In Reply Refer to File No.

326-1968
26-1905

RICHARD O. SCHMIDT, Highway Coordinator
City of Portland
621 S.W. Alder
Portland, OR 97205

Subject: Coliseum Area Traffic Signals
City of Portland
Multnomah County

Columbia-Weidler Unit 1
Pacific Hwy. East
City of Portland
Multnomah County

Confirming my conversation with Jerry Markesino on October 15, we will transfer $55,100 (federal) from the Columbia-Weidler, Union Avenue, Unit 1 construction obligation to increase the construction obligation for Coliseum Area Traffic Signals. The revised obligation for these projects is shown below:

	Coliseum Area Signals (federal $)	Columbia-Weidler Unit 1 (federal $)
Existing Const. Obligation	$334,900	$3,761,750
Transfer	+55,100	-55,100
Revised Const. Obligation	390,000	3,706,650

Our Project Management office will make this transfer. We will let the contract for Coliseum Area Traffic Signals after the City makes the required advanced deposit.

Ted Spence

TED A. SPENCE
Plan and Program Manager
TAS/po

cc: D. R. Adams
T.H. Schwab
J.R. Rose
Buz Swan
Gary Zehner
J.L. Gaither

9386

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: IX-000C (22)
Coliseum Area Traffic Signal Improvement
City of Portland
Multnomah County

Tentative concurrence is requested in the award of contract for the subject project. The bid was received on October 8, 1981.

Tice Electric Company of Portland submitted the low bid of $374,250.00 which is $54,740 or 17.13% above the Engineer's estimate of $319,510.00. Three other bids were received in the ascending amounts of $378,255.00, $393,145.50, and $403,074.00.

The City of Portland made the estimate for the project. In discussing the estimate with the city, Mr. Jim Wilson, Signal Engineer, stated that in rechecking their estimate, it was determined that two controllers with cabinets were omitted. This would add approximately $30,000 to the engineer's estimate making a revised total of $349,510, which makes the low bid within 7.1% of the revised estimate.

Based on the revised cost estimate, the six competitive bids that were received, the potential cost due to delaying the project, and the readvertising; we feel it is in the public interest to accept the bid of $374,250.00 and award the project at this time.

DRH/lms

cc: E. S. Hunter
C. T. Keasey
General Files

Form 734-3122

9386

October 12, 1981

MCC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

On October 8, 1981 we received a satisfactory bid from Tice Electric Company, 2139 S.E. Belmont Street, Portland, Oregon 97214 for the Coliseum Area Traffic Signal Improvement Project. We anticipate the financial sharing of the construction cost to be:

Contractor's Bid	$374,250.00
Anticipated Additional Items:	30,000.00
SUBTOTAL	$404,250.00
Contingencies (4 1/2%)	18,191.25
Engineering (9%)	36,382.50
TOTAL ESTIMATED CONSTRUCTION COST	$458,823.75
CITY SHARE: 6% of $458,823.75 =	$ 27,530.00 (Rounded)
Less City Advance Deposit (Check rec'd 10-12-81)	15,470.00
BALANCE DUE FROM CITY	$ 12,060.00

As discussed with Dave Hill of your office, please send a check in the amount of $12,060.00 to Oregon State Highway Division, Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

10-26-81
12,060 recd.
in Acctng Sec.
EJ

KEH:pf

bcc w/AD # 951 SUPPLEMENTAL: Jon Rose, Metro
Vern Skoog - Please return completed AD # 951 Supplemental when deposit is received.

9384

TRA 7-6

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TO: E. L. Johnsen
Special Studies & Cost Engineer
Construction/Materials Branch

DATE: October 8, 1981

NOTED
H. S. COULTER

FROM: L. E. George
Traffic Engineer

SUBJECT: Coliseum Area Traffic Signals

The low bid of $374,250.00 for the subject project was approximately fifteen percent higher than the engineer's estimate. The City of Portland made the estimate for the project. In discussing the estimate with the City, Mr. Jim Wilson, Signal Engineer, stated that in re-checking their estimate, it was determined that two controllers with cabinets were omitted. This would add approximately $30,000 to the engineer's estimate making a total of $349,510. This places the bid within 7 percent of the estimate.

Another unknown cost item consists of the communication software at the local controllers. This item includes new development because of City furnished modems using television cable instead of telephone cable.

It is recommended that the low bid be accepted.

L. E. George
Traffic Engineer

WZ:rw

cc: F. B. Klaboe
Larry Rulien
W. J. Hart
C. T. Keasey
D. H. Moehring
Steve Macnab
Larry Jacobson
H. S. Coulter
E. S. Hunter
J. H. Versteeg
L. E. George
O. B. Jackmond
D. E. Swan
Ed Haury

9386

October 1, 1981

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects
Using Withdrawn Interstate Funds

Your letter of February 2, 1979, requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland urbanized areas submitted to the Federal Highway Administration during the months of July 1981 through September 1981 are:

(1) SW Lombard-SW 110th Avenue Section
(2) Coliseum Area Traffic Signal Improvement (Portland)
(3) Clackamas Town Center Signals Section
(4) SW Cornell Road-SW Murray Boulevard Section

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

s/ Fred Miller
for
F. B. Klaboe
Director

bc H. S. Coulter
D. H. Moehring
R. N. Bothman
C. O. Fredrickson

GLG: fn

9386

September 18, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

We have advertised the Coliseum Area Traffic Signals for bid opening on October 8, 1981.

Financial sharing of the construction is estimated to be:

Estimated Contract Amount	$319,510
Anticipated Additional Items	30,000
SUBTOTAL	$349,510
Contingencies (4 1/2%)	15,728
Engineering (9%)	31,456
TOTAL	$396,694
Less Federal Funds (85%)	337,190
Less State Share (9%)	35,702
City Share (6%)	$ 23,802

EARLY DEPOSIT: 65% of $23,802 = $15,470

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 951: Jon Rose, Metro
Vern Skoog - Please return completed AD # 951 when advance deposit is received.

$15,470 check Rec'd 10-12-81
Go ahead says Dave Hill.

9386

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-16-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-000C(22)		
2. STATE PROJECT NO. See Below		
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME: Multnomah
	5. ITEM NO. 90049	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/16/81	Various	Various

10. GENERAL LOCATION:

Coliseum Area Signals (9 locations)

11. GENERAL DESCRIPTION OF WORK

Traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)*

Signal Controller Testing $9,000
Factory Master Computer Insp. $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's September 15, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $394,000 - Federal Funds $334,900.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $102,235 - F.F. $86,900)

(Funds from 81 Supplemental Allocation)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
FOR
Info | Insp. | S/S | D.R. | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/16/81	G. K. Hansen	for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9386

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

August 31, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90049
Project No. IX-000C(22)
Coliseum Area Traffic Signal Improvement
Multnomah County

Attached support data consists of PR-1 forms and project maps which are the necessary documents for my request of February 18, 1981.

This request is based on the August 28th letter to you from Mr. F.B. Klaboe, Director of ODOT.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

9386

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 31, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90049
Project No. IX-000C(22)
Coliseum Area Traffic Signal Improvement
Multnomah County

Attached support data consists of PR-1 forms and project maps which are the necessary documents for my request of February 18, 1981.

This request is based on the August 28th letter to you from Mr. F.B. Klaboe, Director of ODOT.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

8-31-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (10)–(20)

PROJECT LOCATION *(45 typewriter spaces)*: Sts., Broadway Br., E. to I-5 (Portland) (21–66)

ADT — PRESENT: N/A — FUTURE: ---- — YEAR: ---- (66) (70) (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Traffic Signals (20–62)

NATL. FOREST (63–65)

FH ROUTE NO. (66–70)

SUFX (70)

DA CLASS (71)

DA AREA (71)

EMERG. YR. (72–73)

PL. AUTH YR (74–75)

PROJECT NUMBER — PREFIX LETTER(S): IX- (14–28) — NUMBER: 000C (7)

CARD — CLASS OF FEDERAL FUNDS: Interstate Substitution General Funded

COUNTY NAME: Multnomah (C 0 (11–12)

NAME OF URBAN AREA: Portland (17–31)

ROUTE NO. U — FEDERAL-AID: 9318 & 9957 (32) — STATE: Streets (36) (37) — U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85 %	STATE FUNDS 9 %	OTHER FUNDS 6 %
1	(1445)	(10	41	42	43–46	55		(54) (55)	(56) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y033		"Coliseum Area Traffic Signal Improvement"	0.0	291,765	(I-505) 248,000	26,259	17,506
								0.0	291,765	248,000	26,259	17,506

(10) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY: JLG — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 10-1-80

REMARKS: Additional Data: Ite
Project No. M-000C(12

3261968

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-31-81

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Broadway Br., E. to I-5 (Portland)	ADT	N/A	---- ----	10	Oregon	41	772	90049

RK (35 typewriter spaces)	NATL. FOREST	PARK ROUTE NO.	DEPV. AGCY	CLASS.	AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	For Projects Only POST MI.	DESIG.
ls								IX-	000C	(22)		

Interstate Substitution General Funded

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO. U | FEDERAL-AID: 9318 & 9957 | STATE: Streets | U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85 %	STATE FUNDS 9 %	OTHER FUNDS 6 %	CHARACTER OF PROPOSED WORK (Full description)
W								
IST		"Coliseum Area Traffic Signal Improvement"	0.0	291,765	(I-505) 248,000	26,259	17,506	ROW - 60' min.; Access Control-none; Parking Restrictions-partial.
		JLG PROJECT TOTALS	0.0	291,765	248,000	26,259	17,506	

AL DATES: 10-1-80

REMARKS: Additional Data: Item No. 90049; Project No. M-000C(12).

-over-

USCOMM DUSCOMM-DC 48908-P61

COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENT
PROJECT NO. IX-000C(22)

REMARKS - CONTINUED

PROJECT DATA: The work consists of (1) upgrade existing traffic control signals at the following listed intersections,(2) install computerized traffic signal system, (3) adjust utilities as required and (4) perform incidental work common to this type of project.

1) N. Broadway (FAU 9318) @ N. Interstate
2) N. Broadway (FAU 9318) @ N. Vancouver
3) N. Broadway (FAU 9318) @ N. Williams
4) NE Broadway (FAU 9318) @ NE Victoria
5) N. Weidler (FAU 9381) @ N. Vancouver
6) N. Weidler (FAU 9381) @ N. Williams
7) NE Weidler (FAU 9318) @ NE Victoria
8) N. Williams (FAU 9957) @ N. Hassalo
9) N. Williams (FAU 9957) @ N. Wheeler

ACCOMMODATION OF UTILITIES: A State-City agreement No. 6884 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 3/22/79.

MAINTENANCE: A State-City agreement No. 6884 complying with Section 116, Title 23 U.S.C. was executed on 3/22/79.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 AE/TIP on page 41 as #10.

9386

August 28, 1981

CON 21-2

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Wilken:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Coliseum Area Traffic Signal Improvement (Portland)
Multnomah County

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc Metropolitan Service District

bc H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG: fn

9386

Section Coliseum Area Traffic Signal Improvement Programming Estimate $ 397,000 Km

Highway City streets 8-26-81 Project Length _____

County Multnomah Completion Time 365 CD

Kind of Work _____ Est. Comp. Date _____

Prefix 326-1922 (68) Letting Date Oct 8 '81 Project No. 1X-000C (22)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 319,510.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	9,000	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
~~Adjust Utilities:~~		
Factory Master Computer Inspection (City Forces)	1,000	
Connect to Existing System (City Forces)	5,000	
Interface Modems (City Forces)	15,000	
_____		
_____		
	Subtotal $	30,000.00
		349,510.00
Contingencies (4-1/2%)		15,727.95
Engineering (~~8~~ 9, ~~9~~%)		31,455.90
	Subtotal $	
Credit for _____		
Estimated Net Authorization, Construction	$	396,693.85

APPROVED

cc: Earl Mershon

292

Recd 8-26-81

Ok

G

_____

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 8-24-81

Section Coliseum Area Traffic Signal Improvement County Multnomah

Kind Of Work Traffic Signal Length — Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	4,539-
2	Temporary Signs		Sq. Ft.	521	6-	3,126-
3	Flagmen		Hour	270	23.50	6,345-
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	150,500
5	Master Computer System, Complete		Lump Sum	All	Lump Sum	155,000-
	Total					319,510-

9386

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 726

Attention: Right-of-Way Section 7-29-81

Subject: Federal Aid Project No. M-000C(12) Prefix 326-1968

Project Name Coliseum Area Traffic Signals
Various City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 29 day of July, 1981

City of Portland

R. C. Speer

Assistant City Traffic Engineer

Certified By:

Douglas J. Luth

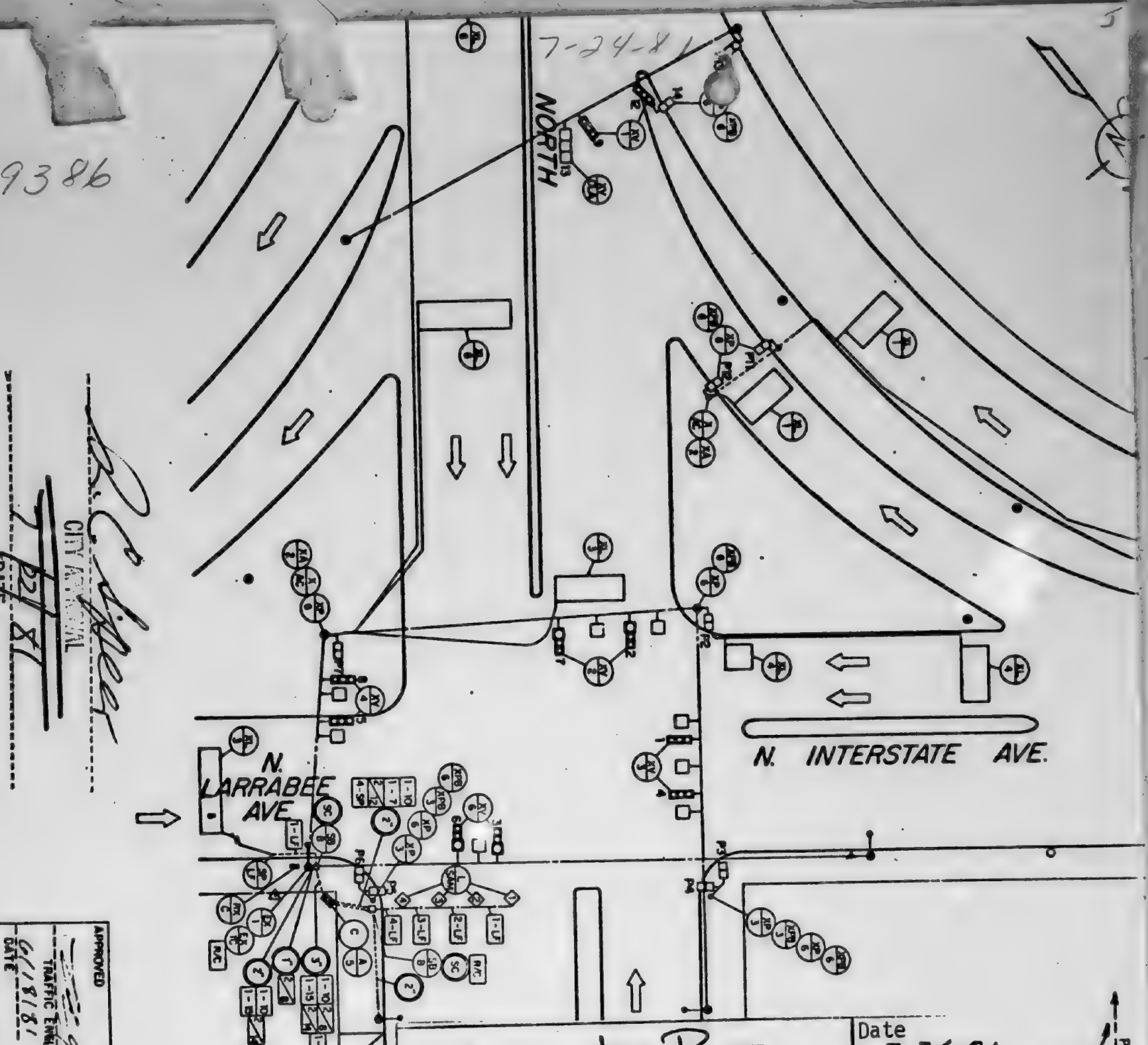
Regional Right-of-Way Supervisor

Date 7/31/81

Instructions: Complete A or B and C.

9386

7-24-81



R. C. Miller
CITY APPROVAL
7/21/81
DATE

APPROVED
TRAFFIC ENGINEER
6/18/81
DATE

DESIGNED BY City
CHECKED BY [illegible]

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENT
CITY STREETS
MULTNOMAH COUNTY
DATE June 1981

PRELIMINARY COPY
JUL 9 1981
SUBJECT TO MUTUAL REVIEW

From Metro JON ROSE Date 7-29-81

To BUD SWAN

Program Mgmt. Traffic Region 1

Comments: The City of Portland has approved the attached plans without comment, and Metro Staff has one suggested changes. Please note and advise the Traffic Section.

Jon Rose

9386

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

In Reply Refer to
File No. 326-1968

July 17, 1981

RICHARD O. SCHMIT
Highway Coordinator
City of Portland
621 SW Alder St.
Portland, OR 97205

Attn: David Hill

Subject: Coliseum Area Traffic Signals
City of Portland
Multnomah County

The current estimate for this project exceeds the FHWA obligations to date. The attached summary sheet shows the situation.

The MSD authorization for Traffic Signal Improvements already includes adequate FAU funds to cover the additional PE needed. However, the MSD authorization for construction does not cover the current construction estimate.

In February, we obligated $248,000 (federal) Interstate Transfer funds for construction. We need a total of $311,100 (federal) to match the current construction estimate. This estimate is $63,100 (federal) above the Priority 1 list and $58,601 (federal) above the MSD authorization.

T.A. SPENCE
Plan & Program Manager

TAS:ECM:JS

cc: w/attach - R. Wood
G. Zehner
W. Pettis

Attachment

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: Coliseum Area Traffic Signals

Jurisdiction: City of Portland

Type of Federal Funds: e(4) Const. FAU PE OTHER

State Match Local Match

FHWA OBLIGATIONS

~~HSD AUTHORIZATIONS~~ FED. $

Resolution No.	PE	ROW	CONST.
	10,200 FAU	—	248,000 FAIX

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW	CONST
July 15, 1981	Fed. 14,190	Fed.	Fed. 311,100.
	Total 16,100 (Apr. '81)	Total —	Total 366,000. (June '81)

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
3,990 FAU		63,100 FAIX

COMMENTS: The PE estimate includes $10,000 for City Traffic Bureau design work. The construction estimate was prepared by the City Traffic Bureau

RECOMMENDED ACTION: Administrative adjustment to the TIP to fully fund the project.

ACTION TO BE TAKEN: Request City to make adjustments.

Approved:

Date

9386

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

February 18, 1981

In Reply Refer to
File No: PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Obligation of FY '81 Interstate Transfer Program
Allocation to Portland Urbanized Area

I request authorization to proceed with actions necessary to advance the various phases of work provided for by the projects listed below at an estimated total cost with obligation of Federal funds as shown:

ITEM NO.	PROJECT NO.	SECTION	WORK	TOTAL COST	FEDERAL FUNDS
10115	IX-000C(21)	East Side Signal Replacements	P.E.	$ 34,650	$ 29,450
90049	IX-000C(22)	Coliseum Area Signals (9 Loc.)	Y031	291,765	248,000
00086	IX-9956(11)	N. Col. Blvd. @ N. Portland Rd. Ramps	Y008	223,530	190,000
10117	IX-9704(5)	Sellwood Neighborhood Traffic Div.	P.E.	22,355	19,000
80360	IX-9891(3)	S.E. Division-S.E. Powell	R/W	352,950	300,000
71444	IX-9867(4)	Farris Rd.-Powell Blvd.(Gresham)	R/W	758,825	645,000
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	160,000	136,000
90183	IX-9659(7)	Clack. Hwy.-Gladstone NCL	R/W	10,000	8,500
90183	IX-9659(8)	Clack. Hwy.-Gladstone NCL	Y008	365,000	310,250
90050	IX-9659(9)	Gladstone NCL-S.E. Oatfield Rd.	R/W	9,400	7,990
90050	IX-9659(10)	Gladstone NCL-S.E. Oatfield Rd.	Y008	254,500	216,325
90283	IX-9702(5)	Harmony Rd. @ Price Fuller Rd.	R/W	2,400	2,040
90100	IX-9665(10)	Oatfield Rd. @ Lake Rd.(Milwaukie)	Y008	211,100	179,435
10118	IX-9473(3)	S.W. Madrona-Jean Rd.(Lake Oswego)	R/W	516,000	438,600
90048	IX-9714(6)	Clack. Hwy.-32nd Ave.(Milwaukie)	Y008	250,120	212,600
90150	IX-9091(9)	Allen Blvd.-S.W. Scholls Ferry Rd.	R/W	52,950	45,000
90150	IX-9091(10)	Allen Blvd.-S.W. Scholls Ferry Rd.	Y008	334,710	284,500
10119	IX-9088(3)	Murray Blvd.-Alice Lane (Beaverton)	R/W	445,000	378,250

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

9386

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-000C(22)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 90049

6. TO:
Mr. H. S. Coutler
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/18/81
8. FEDERAL ROUTE NUMBER: Various
9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:
Coliseum Area Signals (9 locations)

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $291,765 Federal Funds $248,000.

RECEIVED
STATE HWY ENGR
SEP 3'81
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig TO
9-3-81

14. DATE: 2/18/81
15. SIGNATURE OF APPROVING OFFICIAL: E. K. Hosmer
16. TITLE: for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9388

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 18, 1981

In Reply Refer to File No.: PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Obligation of FY '81 Interstate Transfer Program
Allocation to Portland Urbanized Area

I request authorization to proceed with actions necessary to advance the various phases of work provided for by the projects listed below at an estimated total cost with obligation of Federal funds as shown:

ITEM NO.	PROJECT NO.	SECTION	WORK	TOTAL COST	FEDERAL FUNDS
10115	IX-000C(21)	East Side Signal Replacements	P.E.	$ 34,650	$ 29,450
90049	IX-000C(22)	Coliseum Area Signals (9 Loc.)	Y031	291,765	248,000
00086	IX-9956(11)	N. Col. Blvd. @ N. Portland Rd. Ramps	Y008	223,530	190,000
10117	IX-9704(5)	Sellwood Neighborhood Traffic Div.	P.E.	22,355	19,000
80360	IX-9891(3)	S.E. Division-S.E. Powell	R/W	352,950	300,000
71444	IX-9867(4)	Farris Rd.-Powell Blvd.(Gresham)	R/W	758,825	645,000
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	160,000	136,000
90183	IX-9659(7)	Clack. Hwy.-Gladstone NCL	R/W	10,000	8,500
90183	IX-9659(8)	Clack. Hwy.-Gladstone NCL	Y008	365,000	310,250
90050	IX-9659(9)	Gladstone NCL-S.E. Oatfield Rd.	R/W	9,400	7,990
90050	IX-9659(10)	Gladstone NCL-S.E. Oatfield Rd.	Y008	254,500	216,325
90283	IX-9702(5)	Harmony Rd. @ Price Fuller Rd.	R/W	2,400	2,040
90100	IX-9665(10)	Oatfield Rd. @ Lake Rd.(Milwaukie)	Y008	211,100	179,435
10118	IX-9473(3)	S.W. Madrona-Jean Rd.(Lake Oswego)	R/W	516,000	438,600
90048	IX-9714(6)	Clack. Hwy.-32nd Ave.(Milwaukie)	Y008	250,120	212,600
90150	IX-9091(9)	Allen Blvd.-S.W. Scholls Ferry Rd.	R/W	52,950	45,000
90150	IX-9091(10)	Allen Blvd.-S.W. Scholls Ferry Rd.	Y008	334,710	284,500
10119	IX-9088(3)	Murray Blvd.-Alice Lane (Beaverton)	R/W	445,000	378,250

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

9380

March 23, 1979

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

MISC. CONTRACTS and AGREEMENTS No. 6884

Attention: George Yerkovich
City Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement concerning the Coliseum Area Traffic Signal Improvements project in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreement attached)

THE CITY OF PORTLAND OREGON

9386

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

March 14, 1979

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
FAE ☐ OPE ☐
MAR 1 2 1979
TAA Holmes File: PM FA LG OP

R. N. Bothman, Metropolitan Engineer
Oregon State Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose

Dear Mr. Bothman:

Enclosed are quadruplicate copies of two contracts:

Agreement No. 6984 (1) Ordinance No. 147287 - Modification of traffic signals at various locations in the Northeast area

6946 (2) Ordinance No. 147288 - Installation of plastic pavement markings on various City streets.

Will you please have the proper persons sign all four copies of each of the contracts and return two copies of each to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

From Metro Jon Rose | Date 3/14/79

To Jerry Wimer

Program Mgmt. Traffic Region 1

Comments: These two agreements have been signed by City official and approved by the Metro Administrator. Please forward for further processing

Jon Rose

MA PDM PDE TSE SPC
ODOT - METRO
MAR 12 1979
AM PPS FILE T/A

9386

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-11-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C(12)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90049

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-11-78	FAU 9318 & 9957	City Streets

GENERAL LOCATION:
Coliseum Area Traffic Signal Improvements (Portland)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — including utility preparatory work
  TEC NTE $12,000 - F.F. $10,200
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-4-78 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2, para. 10e.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-11-78	G. K. Hoerner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9386

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90049
Project No. M-000C(12)
Coliseum Area Traffic Signal Improvements
Multnomah County

Attached support data consists of PR-1 forms and project maps.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work at an estimated total cost of $12,000 with obligation of Federal funds of $10,200.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

December 4, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
CARD 2		Sts, Broadway Br., E to I-5 (Portland)	ADT	N/A	---		10	Oregon

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
CARD 3	Preliminary Engineering								M-	000C

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CO
CARD	Urban System	Multnomah	05

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
Portland	U	9318 & 9957	Streets	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 88.14% (67)(76)	STATE FUNDS	OTHER FUNDS (Portland)
1	(1-4)(5)	(18)	.41	42								
5					PE TOPICS			0.0	12,000	10,560	720	720
5					ROW							
5					CONST (CODE)		"Coliseum Area Traffic Signal Improvements"		(248,000)			
								0.0	12,000	10,560	720	720

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	JLG	

PROGRAM APPROVAL DATES

10-18-78

(16) (23)(24) (33) REMARKS

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 4, 1978

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Broadway Br., E to I-5 (Portland)	ADT	N/A	---		10	Oregon	41	W36	90049

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Engineering								M-	000C	(12)		

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO.: U — FEDERAL-AID: 9318 & 9957 — STATE: Streets — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 88.14%	STATE FUNDS	OTHER FUNDS (Portland)	CHARACTER OF PROPOSED WORK (Full description)
PICS			0.0	12,000	10,560	720	720	Util. prep. work as req.
ONST (ODE)		"Coliseum Area Traffic Signal Improvements"		(248,000)				ROW-60' min.; Access Control-none; Parking Restrictions-partial
		PROJECT TOTALS	0.0	12,000	10,560	720	720	

JLG

APPROVAL DATES: 10-18-78

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENTS
PROJECT NO. M-000C(12)

Existing Facility: Traffic control signals at the following 9 intersections are fixed time, three dial, messenger cable suspension.

1) N. Broadway (FAU 9318) @ N. Interstate
2) N. Broadway (FAU 9318) @ N. Vancouver
3) N. Broadway (FAU 9318) @ N. Williams
4) NE Broadway (FAU 9318) @ NE Victoria
5) N. Weidler (FAU 9318) @ N. Vancouver
6) N. Weidler (FAU 9318) @ N. Williams
7) NE Weidler (FAU 9318) @ NE Victoria
8) N. Williams (FAU 9957) @ N. Hassalo
9) N. Williams (FAU 9957) @ N. Wheeler

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future improvement of traffic signals at the previously named 9 intersections to provide a more efficient operation to handle heavy traffic flows from the Memorial Coliseum and adjacent area.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project under par. 10e.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review exempt per working agreement.
b) Dist. 2 Clearinghouse--A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 79 TIP/AE on page 38 line 19.

9386

November 16, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the Consent Calendar for the November 28 meeting will be three requests for approval of Urban System projects.

Two requests were received from Portland. One is for a $140,000 project to replace existing signal equipment at five intersections on 2nd Avenue; the other is a $260,000 project to install traffic signals at nine locations in the Coliseum area.

A $48,000 project to provide five-phase signal operation at the intersection of Lancaster Drive and Market Street is the request from Salem.

Federal Urban System funds for these projects are estimated at $394,240 with the State providing approximately $26,880 in match funds and a like amount being contributed by local government.

These projects have been investigated are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the necessary project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

CITY OF PORTLAND
Proposed Urban System Project

Coliseum Area Traffic Signal Improvements
$260,000

This project consists of installing traffic signals at the following nine locations: on Broadway Street at Larabee Avenue, Vancouver Avenue, Williams Avenue, and Victoria Avenue, on Weidler Street at Vancouver Avenue, Williams Avenue and Victoria Avenue, and on Williams Avenue at Hassalo Street and Wheeler Avenue.

City will perform preliminary and construction engineering.

78-j
11/15/78

PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 9928
FAU 9930
FAU 9926
FAU 9932
FAU 9920
FAU 9903
RIVER
FAU 9945
FAU 9921
FAU 9922
FAU 9957
FAI 405
FAU 9296
FAU 9340
FAU 9361
FAU 9903
FAU 9318
FAU 9904
FAU 9896
FAU 9899
FAU 9923
FAU 9300
FAU 9022
FAU 9317
FAU 9305
FAU 9314
FAU 9902
FAU 9814
FAU 9815
FAU 9765
FAU 9319
FAU 9326
FAU 9818
FAU 9368
FAU 9350
FAU 9810
FAU 9808
FAU 9807
FAU 9366
FAU 9811
FAU 9318
FAU 9341
FAU 9361
FAU 9800
FAU 9795
FAI 5

9386

STATE OF OREGON

INTER-OFFICE MEMO

ODOT - Traffic DEPT. 378-6537 TELEPHONE

TO: D. H. Moehring, Manager ATTN: G. Zehner DATE: November 8, 1978
Office of Project Management

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Project Review
Portland Area (7 projects)

As requested, we have reviewed the attached project requests. In all cases the proposed signal installation and revision locations do meet the warrants for the installation of traffic signals.

The project costs quoted in the requests were all within reason. However, the installation at 7th and Division in the City of Portland did not give a project cost so we could not analyze it.

L. E. George
Traffic Engineer Supervisor

DW:cs

PROJECT MANAGEMENT
PE [ ] CCE [ ]
LGE [ ] TAE [ ]
TA Zehner

81.125-1387

FEDERAL AID PROJECT REQUEST

Date July 1978

Applicant Agency City of Portland

Request for: Off-System ____, FAS-(____, FAUS X Project

Federal Aid Route No. ____ Route Name See attached list

Project Name Traffic Signal Improvements

Project Length ____ Project Location (Attach sketch map)

Project Description Tp improve 9 existing signalized intersections that have identified needing a more efficient operation to handle heavy traffic flows from the Memorial Coliseum and adjacent area.

Average Daily Traffic varies Design Speed varies

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36 ft-53 ft Travel Lanes 2 to 5 Shoulders none

Medians at some locations Parking restricted

Sidewalks varies from 8.5 ft. to 15 ft.

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks No changes proposed in existing roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70' Minimum 60' Maximum 110'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Fixed time, three dial, messenger cable suspension signals at all 9 locations (see attached sheet)

2. Proposed Signalization:

Location All nine locations on attached sheet

Type fully actuated traffic responsive interconnected
Phases 2 to 8 phases
Type of Suspension span wire
Interconnected 12/c overhead cable
Remarks Signals to be supervised by mini-computer master with sampling detector input.

3. Permanent Signing:

Include in project or by applicant? N.A.

4. Permanent Striping:

Include in project or by applicant? N.A.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks No change in existing illumination is proposed

V. STRUCTURE DATA

1. Existing Structure: N.A.

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired:_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA Not applicable

1. Are there any railroad crossings? Yes_____ No_____

Name of Railroad_____
Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bureau of Traffic Engineering-Mike Bauer Office Jim Wilson
2.	Environmental	Bureau of Traffic Engineering-Mike Bauer Office Jim Wilson
3.	Public Hearing	Bureau of Traffic Engineering-Mike Bauer Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes X No _____

If "yes," describe briefly: City will provide inspection during construction stage

4. Applicant's estimate of cost for requested project:

Roadway Work	$ _____
Right-of-way costs (if participating)	_____
Traffic control	248,000
Illumination	_____
Structures	_____
Railroad	_____
Other _____	_____
Preliminary engineering	12,000
PROJECT TOTAL	$260,000

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

By _____ By _____

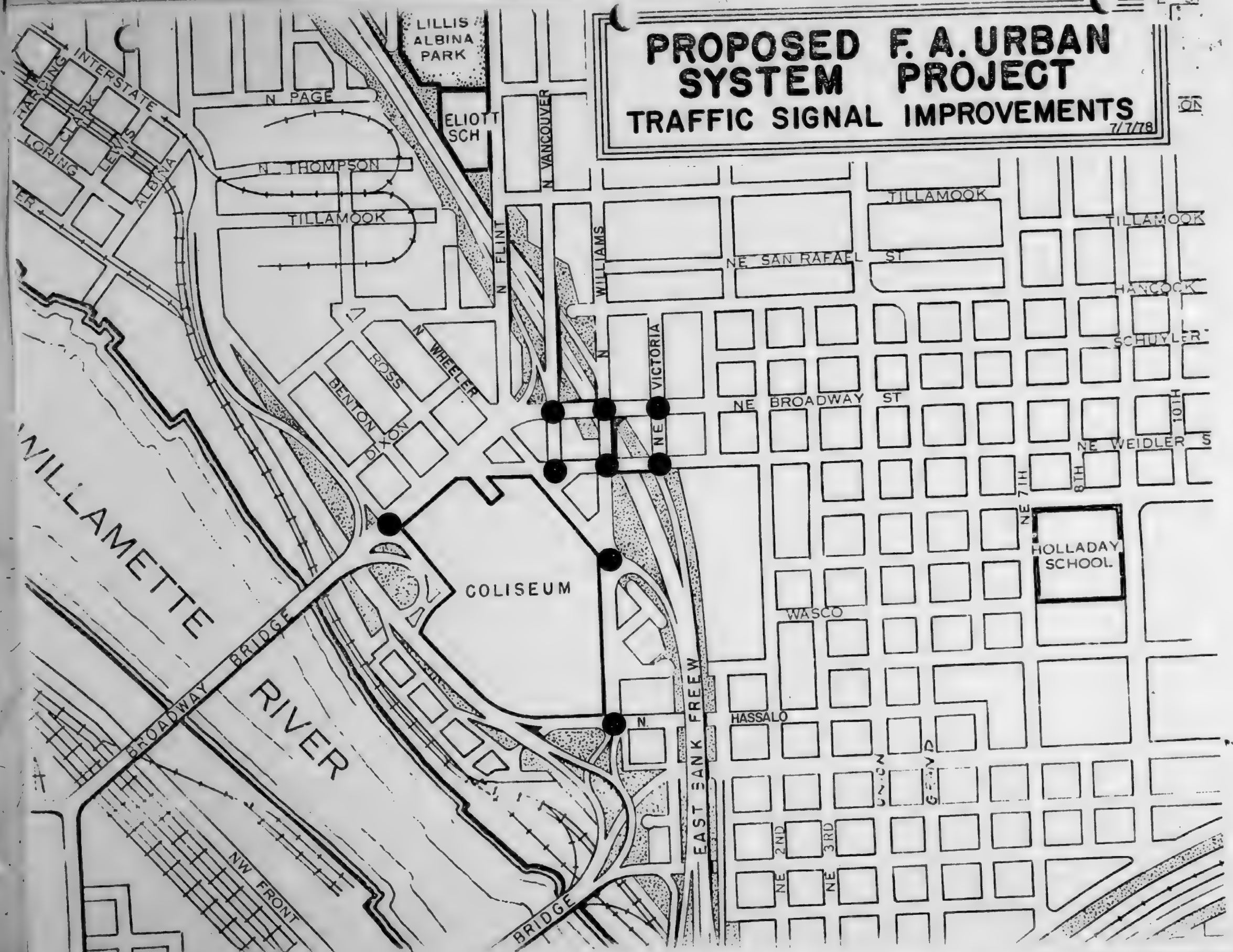
By _____ By _____

By _____

(1976)

PROPOSED F.A. URBAN SYSTEM PROJECT
TRAFFIC SIGNAL IMPROVEMENTS

7/7/78



PROPOSED LOCATIONS FOR TRAFFIC SIGNAL IMPROVEMENTS

Location			FAU Route No.
N. Broadway	@	N. Interstate	9318
N. Broadway	@	N. Vancouver	9318
N. Broadway	@	N. Williams	9318
N.E. Broadway	@	N.E. Victoria	9318
N. Weidler	@	N. Vancouver	9318
N. Weidler	@	N. Williams	9318
N.E. Weidler	@	N.E. Victoria	9318
N. Williams	@	N. Hassalo	9957
N. Williams	@	N. Wheeler	9957

9386

STATE OF OREGON

INTEROFFICE MEMO

ODOT Metro
DEPT.

238-8231
TELEPHONE

TO: D. H. MOEHRING, Manager
Project Management
Attn: D. E. Swan

DATE: October 18, 1978

FROM: MAX J. KLOTZ
Technical Services Engineer

SUBJECT: Coliseum Area Traffic Signal Improvements
City of Portland
Multnomah County
Planning File: 78-119

to Terpin 10-23-78

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, federal aid project request and a statement from our Transportation Analysis Unit regarding the justification of this project. The statewide assessment applies to this project.

This is an FAUS project. This is Portland's "Traffic Signal Improvement" project listed in the FY1979 CRAG TIP.

Please program $12,000 for preliminary engineering at this time.

ECM/ldo

Attachments

cc: F. E. Terpin
Technical Services (8)

CC PROGRAM PACKET TO SWAN 10-23

PROJECT MANAGEMENT
PME ☐ CCE ☐ OE1 ☐
LCE ☐ FAE ☐ OE2 ☐
OCT 20 1978
File: PM FA LG OP
TAA

OKN

81-125-1387

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENTS Date 10/10/78

Highway City Streets County Multnomah

Existing Facility

Access control? No parking restrictions? Partial
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas None involved
Historical areas None involved

Roadway: no. lanes 2-5 paved shoulders? curbed
pavement width 36' - 53'

Structures: MP description
None involved

Signals: location See attached sheet

Descriptions of adjacent sections

end: N/A
end:

Railroad crossings

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

PROPOSED LOCATIONS FOR TRAFFIC SIGNAL IMPROVEMENTS

Location			FAU Route No.
N. Broadway	@	N. Interstate	9318
N. Broadway	@	N. Vancouver	9318
N. Broadway	@	N. Williams	9318
N.E. Broadway	@	N.E. Victoria	9318
N. Weidler	@	N. Vancouver	9318
N. Weidler	@	N. Williams	9318
N.E. Weidler	@	N.E. Victoria	9318
N. Williams	@	N. Hassalo	9957
N. Williams	@	N. Wheeler	9957

Project COLISEUM AREA TRAFFIC SIGNAL IMPROVEMENTS

Agency CITY OF PORTLAND Date 10/10/78

Type of Project Traffic Signal Improvements

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	( )	(X)	( )
Soils Investigation	( )	( )	( )
Base Design	( )	( )	( )
Bridge Design	( )	( )	( )
Signal Design	( )	(X)	( )
Final Design and Specs	( )	(X)	( )
Acquire R/W	( )	( )	( )
Relocate Utilities	( )	(X)	( )
Construction Engineering	( )	(X)	( )
Environmental Statements	( )	(X)	( )
Action Plan Requirements		(X)	

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	(X)
Maintenance After Completion - Roadway	( )	( )	
Maintenance After Completion - Signals	( )	(X)	
Power Consumption - Signals	( )	(X)	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

August 25, 1978

TO: Robert N. Bothman
Oregon State Highway Division

ATTN: Jon Rose

FROM: D. E. Bergstrom

SUBJECT: FAUS Project Applications

Enclosed are applications for our FY '78-'79 budgeted FAUS projects for Traffic Signal Improvements, Traffic Signal Replacements, Pedestrian and School Crossing Signals, New Traffic Signals and Left Turn Signal Phases.

Please start these projects through the process.

If we can furnish any additional information that would be helpful, please call.

MJM:jjp

Encls.

MA PDM PDE TSE SPC
ODOT - METRO

AUG 28 1978

AM PPS FILE T/A

FEDERAL AID PROJECT REQUEST

Date July 1978

Applicant Agency City of Portland

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. ____ Route Name See attached list

Project Name Traffic Signal Improvements

Project Length ____ Project Location (Attach sketch map)

Project Description Tp improve 9 existing signalized intersections that have identified needing a more efficient operation to handle heavy traffic flows from the Memorial Coliseum and adjacent area.

Average Daily Traffic varies Design Speed varies

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36 ft-53 ft Travel Lanes 2 to 5 Shoulders none

Medians at some locations Parking restricted

Sidewalks varies from 8.5 ft. to 15 ft.

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks No changes proposed in existing roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70' Minimum 60' Maximum 110'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Fixed time, three dial, messenger cable suspension signals at all 9 locations (see attached sheet)

2. Proposed Signalization:

Location All nine locations on attached sheet

Type fully actuated traffic responsive interconnected

Phases 2 to 8 phases

Type of Suspension span wire

Interconnected 12/c overhead cable

Remarks Signals to be supervised by mini-computer master with sampling detector input.

3. Permanent Signing:

Include in project or by applicant? N.A.

4. Permanent Striping:

Include in project or by applicant? N.A.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks No change in existing illumination is proposed

V. STRUCTURE DATA

1. Existing Structure: N.A.

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA **Not applicable**

1. Are there any railroad crossings? Yes_____ No_____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bureau of Traffic Engineering-Mike Bauer / Jim Wilson (Office)
2. Environmental — Bureau of Traffic Engineering-Mike Bauer / Jim Wilson (Office)
3. Public Hearing — Bureau of Traffic Engineering-Mike Bauer (Office)

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X_____ State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes X No _____

If "yes," describe briefly: City will provide inspection during construction stage

4. Applicant's estimate of cost for requested project:

Roadway Work	$ _____
Right-of-way costs (if participating)	_____
Traffic control	248,000
Illumination	_____
Structures	_____
Railroad	_____
Other _____	_____
Preliminary engineering	12,000
PROJECT TOTAL	$260,000

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

By _____ By _____

By _____ By _____

By _____

(1976)

PROPOSED LOCATIONS FOR TRAFFIC SIGNAL IMPROVEMENTS

Location		FAU Route No.
N. Broadway	@ N. ~~Intersect~~ Larabee	9318
N. Broadway	@ N. Vancouver	9318
N. Broadway	@ N. Williams	9318
N.E. Broadway	@ N.E. Victoria	9318
N. Weidler	@ N. Vancouver	9318
N. Weidler	@ N. Williams	9318
N.E. Weidler	@ N.E. Victoria	9957
N. Williams	@ N. Hassalo	9957
N. Williams	@ N. Wheeler	

PROPOSED F. A. URBAN SYSTEM PROJECT
TRAFFIC SIGNAL IMPROVEMENTS

7/7/78

LILLIS ALBINA PARK
ELIOTT SCH
N PAGE
N THOMPSON
TILLAMOOK
INTERSTATE
HARDING
LORING
CLARK
LEWIS
ALBINA
RIVER
N VANCOUVER
N FLINT
N WILLIAMS
N VICTORIA
N WHEELER
ROSS
BENTON
DIXON
NE SAN RAFAEL ST
NE BROADWAY ST
NE WEIDLER ST
HANCOCK
SCHUYLER
10TH
8TH
7TH
HOLLADAY SCHOOL
WILLAMETTE RIVER
COLISEUM
BROADWAY BRIDGE
EAST BANK FREEW
WASCO
HASSALO
UNION
GRAND
NE 2ND
NE 3RD
NW FRONT
EL BRIDGE

TRANSPORTATION ANALYSIS UNIT

METRO SECTION

Coliseum Area Traffic Signal Improvements

Nine Intersections-City of Portland

The subject request is to update signal equipment at nine intersection locations in the coliseum area. Because of the heavy traffic volumes, more efficient equipment is necessary to handle traffic movement through the area. The signals will be interconnected to provide more efficient operation. The phase requirements will be studied during P.E.

This appears to be a worthy project by providing a more efficient operation at the nine high volume intersections.

CA10201

Form E-33 (Rev. 9-71)

9386

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-119

AUTHORITY FOR SURVEY

Section COLISEUM AREA TRAFFIC SIGNALS

Highway City Streets

County Multnomah

Date October 6, 1978

Authorization No. 1

Survey Prefix 326-1968 (Assigned by Salem office)

Description of termini, route, length, etc.: Nine intersections in the vicinity of the Memorial Coliseum, Portland, Oregon.

Proposed: Improve traffic signals controlling traffic in and around the Coliseum

Purpose of survey: City to provide specifications and supervise contractors work. State to monitor project.

M-000C (12)
12-11-78

Funding FAUS
Category 3NM

		Estimate of Cost
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	10,000
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	2,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $ $12,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . .

Total all authorizations approved (Salem) . . . . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K. D. LIMBACKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

SP*2206-734

N M
M B

J981 NE Columbia Blvd. @ NE 47th 938
Ave. Sec. in Portland. (Traffic
Signal Installation)

CdQ 7432 5-14-81

9387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No.: CON

April 2, 1984

City of Portland
Bureau of Street & Structural Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Attn: Dick Schmidt

Re: Project Name N.E. Columbia Blvd. at N.E. 47th Ave.
Fed. Aid No. IX-9956(10)
Pool Acct. No. 4690
Deposit of $9,819.00 9/30/81

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 2,795.81 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Vernon E. Skoog
Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
PROJECT UNIT
DATE SENT
INITIALS
FOR

Form 734-3122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: 3/7/84

CITY: PORTLAND — AGREEMENT NO: 7432 — PROJECT NO: IX-9956(10)

CONTRACT NO: 9387 — SECTION: N.E. Columbia Blvd. at N.E. 47th Ave.

PRELIMINARY ENGINEERING (Prefix No. 726-1925):

Project Manager	$ 58.23
Final Design	196.04
Signing	467.52
R/W Liaison	82.58
Utility Liaison	14.40
Program Section	49.74
Specifications	790.29
TOTAL P.E. COST	$ 1,658.80

CONSTRUCTION (Prefix No. 326-1049):

Payment to Contractor	$40,181.47
Interest on Final Payment (Non-Participating)	31.76
SFO #1 City Furnished Software	370.00
Construction Engineering	1,321.93
Payment to Local Government	2,676.72
Audit Expense	53.67
Program Section	15.77
Portland Lab	26.31
Technical Services	105.08
Construction Section	199.76
TOTAL CONST. COST	$44,982.47

SUMMARY:

Total P.E. Cost	$ 1,658.80
Total Const. Cost	44,982.47
TOTAL COST	$46,641.27
Less Federal Funds	(39,618.08)
CITY SHARE	$ 7,023.19
City Advance Deposit 9-30-81	9,819.00
Refund Due City	$ 2,795.81

GEZ:pf

9387 — 12-8-83 — 326-1049 / 726-1925

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 2/18/81 — TO 7/11/83

FEDERAL AID PROJECT NO.

IX-9956(10)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$46,641.27	$46,603.51	85%	$39,618.08	$39,618.08	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/8/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

To Type 3-2-84 g

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. Columbia Blvd. at N.E. 47th Ave. (Portland) Section City Streets in Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,658.80	
	Construction					
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			40,181.47	
SFC	#1 City furnished software (City of Portland)	All Required			370.00	
	Total Participating Construction				$40,551.47	
	Construction Engineering					
	City of Portland	All Required			2,676.72	
	State	All Required			1,668.85	
	Total Participating Project Cost				$ 4,345.57	
	Misc. Project Cost					
	Audit Expense	All Required			53.67	
	Total Participating Project Cost				$46,609.51	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			31.76	
	Total Project Cost				$46,641.27	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/23/83.					

AMOUNT CARRIED FORWARD .....

DESCRIPTION	PREFIX	FUNCTION	SUB	F	G	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	726	1922	937	00	P 1			1,5[illegible] 28	
			TOT		P1	114.32	15,448 98CR	[illegible] 47	
			TOT		P2		19,409 26	19,409 26	
			TOT		N1			744.00	
			** JOB TOTALS **			114.32 **	3,960.28 **	57,646.69 **	

STATE

SW BARBUR BLVD-SW TAYLORS FER CONT NO FA PROJ NOS X10 9383002 100 X10 9383002

	726	1924	295	00	N 9		1,671.89	12,072.51	
	726	1924	296	00	N 3	4,623.77CR	11,857.87CR	71,696.22CR	
	726	1924	298	00	N 9	4,623.77	10,185.98	59,623.77	
	726	1924	901	00	P 1	3,370.48	17,070.43CR	6,423.16	
	726	1924	901	00	P 2		24,000.00	24,000.00	
	726	1924	901	00	N 1	77.75	174.48	220.70	
	726	1924	902	00	P 1	132.24	3,881.13CR	370.87	
	726	1924	902	00	P 2		4,289.42	4,289.42	
	726	1924	902	00	N 1			41.22	
	726	1924	903	00	P 1			3,279.35	
	726	1924	906	00	P 1		158.44	2,748.86	
	726	1924	910	00	P 1		82.29	318.42	
	726	1924	911	00	P 1	426.20	426.20	12,070.33	
	726	1924	911	00	N 1			246.64	
	726	1924	911	00	P 2			122.21	
	726	1924	911	00	P 1	60.20	60.20	60.20	
	726	1924	914	00	P 1			7.02	
	726	1924	915	00	P 1			13,413.32	
	726	1924	916	00	P 1		1.52	48.10	
	726	1924	918	00	P 1			60.00	
	726	1924	919	00	N 1			188.88	
	726	1924	920	00	P 1			265.29	
	726	1924	923	00	P 1			5,021.[illegible]	
	726	1924	925	00	P 1	294.99	214.05	1,716.57	
	726	1924	926	00	P 1	76.53	76.53	520.01	
	726	1924	928	00	P 1		11.00	11.00	
	726	1924	950	00	P 1	4,360.64	19,211.33CR	46,205.84	
			TOT		P1		28,289.42	28,289.42	
			TOT		P2	77.75	174.48	1,068.62	
			TOT		N1			75,563.88	
			** JOB TOTALS **			4,[illegible] **	8,612.57 **		

STATE

COLUMBIA BLVD @ NE 47 TH CONT NO # FA PROJ NOS X10 9356010 100

	726	1925	296	00	N 9	Tr. St	1,409.98CR	
	726	1925	298	00	N 9	" Fed.	1,409.98	
	726	1925	901	00	P 1	Proj. Mgr.	58.[illegible]	
	726	1925	905	00	P 1	Fin. Des.	196.04	
	726	1925	911	00	P 1	Signing	46.[illegible]	
	726	1925	913	00	P 1	R/W Liaison	87.[illegible]	
	726	1925	914	00	P 1	Utility "	14.40	
	726	1925	920	00	P 1	Prog. Sec.	49.74	

DESCRIPTION		PREFIX	FUNCTION	SUB F	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		726 1925	921	00 P 1	Specs			790.29	
			TOT	P1				1,658.80	
			** JOB TOTALS **			**	**	1,658.80	**
TRIMET RIDESHARE PROJECT	CONT NO	* FA PROJ NOS X10 0000028 100 M				0000028			STATE
	726	1926	296	00 N 9		15.47CR	430.91CR	3,771.09CR	
	726	1926	298	00 N 9		15.47	430.91	3,771.09	
	726	1926	901	00 P 1		8.94	159.51	2,623.55	
	726	1926	902	00 P 1				5.58	
	726	1926	905	00 P 1				1,387.68	
	726	1926	907	00 P 1				5.40	
	726	1926	918	00 P 1			1.52	1.52	
	726	1926	920	00 P 1				360.28	
	726	1926	925	00 P 1				18.45	
			TOT	P1		8.94	161.03	4,398.46	
			** JOB TOTALS **			8.94 **	161.03 **	4,398.46	**
PAC HWY WBN KILLINGSWORTH	CONT NO	* FA PROJ NOS HES 9361006 100							STATE
	726	1927	296	00 N 9				7,434.00CR	
	726	1927	298	00 N 9				7,434.00	
	726	1927	901	00 P 1			2.94	2,994.55	
	726	1927	903	00 P 1			388.98CR	116.09	
	726	1927	905	00 P 1				1,348.79	
	726	1927	911	00 P 1				3,101.46	
	726	1927	918	00 P 1				14.10	
	726	1927	920	00 P 1				173.53	
	726	1927	921	00 P 1				992.44	
	726	1927	922	00 P 1				11.70	
	726	1927	923	00 P 1				72.47	
	726	1927	932	00 P 1				45.77	
			TOT	P1			380.04CR	8,830.90	
			** JOB TOTALS **			**	380.04CR**	8,230.90	**
SUPPL RIDESHARE PROGRAM	CONT NO	FA PROJ NOS RDUM0031000 100				RDUM0071000	PDFH0031000		STATE
	726	1928	296	00 N 9		18.20CR	213.97CR	173,737.60CR	
	726	1928	298	00 N 9		18.20	213.97	173,737.60	
	726	1928	901	00 P 1		19.06	170.15	711.20	
	726	1928	903	00 P 1				163,874.98	
	726	1928	903	00 P 3				9,154.00	
	726	1928	920	00 P 1				16.48	
			TOT	P1		19.06	170.15	164,602.66	
			TOT	P3				9,154.00	
			** JOB TOTALS **			19.06 **	170.15 **	173,756.66	**
SELLWOOD TRAFFIC DIVER	CONT NO	FA PROJ NOS X10 0000037 100							STATE
	726	1929	296	00 N 9		[illegible]	269.00CR	630.22CR	

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GP	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	726	1925	921	00	P 1	Specs		290.29	
			TOT	P1				1,658.80	
			** JOB TOTALS **			**	**	1,658.80	**
TRIMET RIDESHARE PROJECT	CONT NO		* FA PROJ NOS X10 0000028 100 M			0000028			STATE
	726	1926	296	00	N 9	15.47CR	430.91CR	3,771.09CR	
	726	1926	298	00	N 9	15.47	430.91	3,771.09	
	726	1926	901	00	P 1	8.94	159.51	2,623.55	
	726	1926	902	00	P 1			5.58	
	726	1926	905	00	P 1			1,387.68	
	726	1926	907	00	P 1			5.40	
	726	1926	918	00	P 1		1.52	1.52	
	726	1926	920	00	P 1			360.28	
	726	1926	925	00	P 1			18.45	
			TOT	P1		8.94	161.03	4,398.46	
			** JOB TOTALS **			8.94 **	161.03 **	4,398.46	**
PAC HWY WDN KILLINGSWORTH	CONT NO		* FA PROJ NOS HES 9361006 100						STATE
	726	1927	296	00	N 9			7,434.00CR	
	726	1927	298	00	N 9			7,434.00	
	726	1927	901	00	P 1		8.94	2,994.55	
	726	1927	903	00	P 1		388.98CR	116.09	
	726	1927	905	00	P 1			1,348.79	
	726	1927	911	00	P 1			3,101.46	
	726	1927	918	00	P 1			14.10	
	726	1927	920	00	P 1			177.53	
	726	1927	921	00	P 1			962.44	
	726	1927	922	00	P 1			11.70	
	726	1927	923	00	P 1			22.47	
	726	1927	932	00	P 1			45.77	
			TOT	P1			380.04CR	8,830.90	
			** JOB TOTALS **			**	380.04CR **	8,830.90	**
SUPPL RIDESHARE PROGRAM	CONT NO		FA PROJ NOS RDUM0031000 100			RDUM0031000	PDFH0031000		STATE
	726	1928	296	00	N 9	18.20CR	213.97CR	173,737.60CR	
	726	1928	298	00	N 9	18.20	213.97	173,737.60	
	726	1928	901	00	P 1	19.06	170.15	711.20	
	726	1928	903	00	P 1			167,874.98	
	726	1928	903	00	P 3			9,154.00	
	726	1928	920	00	P 1			16.48	
			TOT	P1		19.06	170.15	164,602.66	
			TOT	P3				9,154.00	
			** JOB TOTALS **			19.06 **	170.15 **	173,756.66	**
SELLWOOD TRAFFIC DIVER	CONT NO		FA PROJ NOS X10 0000037 100						STATE
	726	1929	296	00	N 9		269.00CR	630.22CR	

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
									STATE	
NE COLUM BLVD@NE 47TH PORTLD CONT NO 9387 * FA PROJ NOS X10 9956010 100								40,181.47	82	82
	326	1049	201	00	P	1 Pay. Cont.		31.76	82	82
	326	1049	206	00	N	1 Interest		370.00	83	83
	326	1049	210	01	P	1 SFO#1		6,380.00	82	82
	326	1049	295	00	N	9 Tr. City	45.62CR	44,588.10CR	82	83
	326	1049	296	00	N	9 " St.	45.62	38,208.10	82	83
	326	1049	298	00	N	9 " Fed.		1,293.20	82	83
	326	1049	900	00	P	1 Const. Engr.		2,676.72	82	83
	326	1049	903	00	P	1 Pay. Loc. Govt.		53.67	83	83
	326	1049	915	00	P	1 Audit Exp.		15.77	82	82
	326	1049	920	00	P	1 Prog. Sec.		26.31	82	82
	326	1049	941	00	P	1 Part. Labe		105.08	82	82
	326	1049	944	00	P	1 Tech. Serv.		199.76	82	83
	326	1049	945	00	P	1 Const. Sec.		28.73	82	82
	326	1049	948	00	P	1 Tot. Const. Engr.		44,950.71		
			TOT	P1				31.76		
			TOT	N1				44,982.47 **		
			** JOB TOTALS **				** **			
									STATE	
NE 242ND DR-BURTON RD CONT NO 9435 = FA PROJ NOS X10 9880002 100 X10 9880002							3,769.68CR	558,324.08	82	83
	326	1050	201	00	P	1		29,322.96	83	83
	326	1050	201	00	P	2		1,155.00	82	82
	326	1050	201	00	N	1		1,800.00CR	82	82
	326	1050	203	00	P	1	5,000.00		82	83
	326	1050	204	00	P	1	207.96	207.96	83	83
	326	1050	206	00	N	1		1,000.00	83	83
	326	1050	270	02	P	1	2,001.23	594,486.45CR	82	83
	326	1050	296	00	N	9		90,670.00	82	82
	326	1050	297	00	N	9	2,001.23CR	503,816.45	82	83
	326	1050	298	00	N	9	75.00	1,810.88	82	83
	326	1050	900	00	P	1		43.23	83	83
	326	1050	915	00	P	1		102.09	82	82
	326	1050	920	00	P	1		4,984.90	82	82
	326	1050	940	00	P	1		1,251.48	82	83
	326	1050	941	00	P	1	150.00	753.52	82	83
	326	1050	944	00	P	1		1,391.73	83	83
	326	1050	945	00	P	1	8.53	542.94	82	83
	326	1050	948	00	P	1		80.00	82	82
	326	1050	985	00	P	1	1,463.85	568,484.85		
			TOT	P1				29,322.96		
			TOT	P2			207.96	1,362.96		
			TOT	N1			1,671.81 **	599,170.77 **		
			** JOB TOTALS **				**			
									STATE	
NE GLISAN ST-SE GLENWOOD CONT NO 9445 FA PROJ NOS X1 9699005 100							72.15CR	1,211,113.37	82	83
	326	1051	201	00	P	1				

PREFIX	GRP	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1046	1	X10 -9867-005	1129,544.00	1337,630.08	1321,542.34	85.00	1123,310.99	1123,310.99		
326-1046	8	X10 -9867-005	35,000.00	3,312.32	3,275.47	85.00	2,784.15	2,784.15		
		PROJ TOTALS	1164,544.00	1340,942.40	1324,817.81		1126,095.14	1126,095.14		
326-1961	18	X10 -9877-001	7,360.06	8,591.52	8,581.16	85.77	7,360.06	7,360.06		
>426-1929	2	X10 -9877-001	3,155.74	3,155.74	3,155.74	100.00	3,155.74	3,155.74		
		PROJ TOTALS	10,515.80	11,747.26	11,736.90		10,515.80	10,515.80		
326-2575	18	X10 -9877-002	16,266.70	19,137.29	19,137.29	85.00	16,266.70	16,266.70		25.16
										29.60CR
										4.44CR
326-1041	1	X10 -9877-003	235,200.00	272,852.76	272,363.87	85.00	231,509.29	231,484.13		
>426-1034	1	X10 -9877-003	40,000.00	38,365.70	38,365.70	100.00	38,365.70	38,395.30		
		PROJ TOTALS	275,200.00	311,218.46	310,729.57		269,874.99	269,879.43		
>426-1946	1	X10 -9877-004	23,800.00	12,466.47	12,466.47	100.00	12,466.47	12,466.47		
726-1933	1	X10 -9877-004	7,735.00	7,645.39	7,645.39	85.00	6,498.58	6,498.58		
		PROJ TOTALS	31,535.00	20,111.86	20,111.86		18,965.05	18,965.05		
>326-1050	1	X10 -9880-002	478,891.93	572,111.20	570,748.24	85.00	485,136.00	478,891.93	6,244.07 B	
>426-1035	1	X10 -9880-002	77,516.07	77,516.07	77,516.07	100.00	77,516.07	77,516.07		
		PROJ TOTALS	556,408.00	649,627.27	648,264.31		562,652.07	556,408.00	6,244.07	
>326-2580	1	X10 -9891-003	63,750.00	74,213.78	73,630.45	85.00	62,585.88	62,585.88		
>326-1966	28	X10 -9926-002	33,585.91	39,512.84	39,512.84	85.00	33,585.91	33,585.91		
>426-1939	18	X10 -9926-002								
		PROJ TOTALS	33,585.91	39,512.84	39,512.84		33,585.91	33,585.91		
>326-2571	2	X10 -9926-006	106,250.00	125,000.00	125,000.00	85.00	106,250.00	106,250.00		
326-1043	1	X10 -9926-007	1414,253.00	1562,972.13	1562,402.54	85.00	1328,042.16	1328,042.16		
326-1043	8	X10 -9926-007	90,270.00	8,227.81	8,196.48	85.00	6,967.01	6,967.01		
		PROJ TOTALS	1504,523.00	1571,195.94	1570,599.02		1335,009.17	1335,009.17		
326-1049	18	X10 -9956-010	38,208.10	44,982.47	44,950.71	85.00	38,208.10	38,208.10		
726-1925	18	X10 -9956-010	1,409.98	1,658.80	1,658.80	85.00	1,409.98	1,409.98		
		PROJ TOTALS	39,618.08	46,641.27	46,609.51		39,618.08	39,618.08		
326-1040	1	X10 -9956-011	135,916.00	120,270.11	120,187.61	85.00	102,159.47	102,159.47		
>426-1031	1	X10 -9956-011	30,000.00	18,879.08	18,879.08	100.00	18,879.08	18,879.08		
		PROJ TOTALS	165,916.00	139,149.19	139,066.69		121,038.55	121,038.55		

93X7

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

7-7-83

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7/7/83	T. P. Lowe, Area Engineer		IX-9956(10)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4/13/82	7/30/82	84 %	200 days
APPROVED EXTENSIONS	**LOCATION**		
	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE COLUMBIA BOULEVARD @ 47th AVE.
NE COLUMBIA BOULEVARD
Traffic Signal Installation

This project provided the installation of a fully actuated traffic signal on Columbia Boulevard @ 45th Avenue.

The final cost of $47,000.00 underran the original authorization by 10 percent.

NOTED
W. E. SCHWARTZ
by
7/13

RECEIVED
STATE HWY ENGR
JUL 11 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 7-11-83	TITLE: Field Operations Engineer	DATE: 7-11-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9387

August 23, 1982

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

COM 5
#9387

Gentlemen or Ladies:

On August 4, 1982, we wrote to you concerning release of final payment on Contract No. 9387 awarded to Mill Plain Electric, Inc., for traffic signal installation on N.E. Columbia Boulevard at N.E. 47th Avenue in Portland, Multnomah County.

Final payment on this contract is $934 and the total contract amount is $40,181.47. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

bc: B. T. Keasey
Walt Hart
E. L. Hardt

9387

8-4-82

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

4387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PORTLAND		WEEK ENDING: April 17, 1982
		SECTION PREFIX: 326-1049
HIGHWAY: FAU 9956		COUNTY: MULTNOMAH
NAME OF JOB: N.E. Columbia Blvd. at N.E. 47th Avenue	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: Mill Plain Electric, Inc.	CONTRACT NUMBER: 9387	FEDERAL AID PROJECT NUMBER: IX-9956(10)
DATE OF CONTRACT: October 14, 1981	DATE WORK STARTED: February 24, 1982	ESTIMATED COMPLETION DATE: April 14, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 168
	SPECIFIED COMPLETION DATE: May 15, 1982	PERCENT OF TIME ELAPSED: 84%
PROJECT AUTHORIZATION: $ 51,643.51		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 47,133.16	ENGINEERING AUTHORIZATION $ 4,510.35	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 47,133.16	ENGINEERING COST TO DATE $ 1,706.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 38 %	DATE PROJECT WAS COMPLETED: 4-13-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	56° Rain	1		
MONDAY	55° Showers	1		
TUESDAY	49° Rain	1		PROJECT COMPLETE
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 19 1982
CONSTRUCTION
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
April 11 SUNDAY	NO ACTIVITY
April 12 MONDAY	NO ACTIVITY
April 13 TUESDAY	TURNED ON SIGNAL. PROJECT COMPLETED.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 4/13/82. This is the final weekly report.

SIGNED Don Burdette LOCATION Portland

Don Burdette

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9387

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-41		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER	11-6-81	Project Number IX-9956(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 31, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,000.00	$ 70,060.00
Federal funds	$ 2,550.00	$ 59,550.00
Other revisions		

This modification is made for the following reasons: to add construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of November, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

XXX By XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November , 1981

Federal Aid Project
No. IX-9956(10)

Gen File

N.E. Columbia Blvd. @ N.E. 47th Ave. (Portland) Section
City Street in Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE			
Preliminary Engineering		All Required	$ 3,000.00
Type Code Y031			
Traffic Signals			
Temporary Protection and Direction of Traffic		All Required	$ 431.00
Temporary Signs	179 Sq. Ft.	6.00	447.50
Flagmen	30 Hour	23.50	150.00
Traffic Signal Installation, Complete		All Required	39,400.00
			$40,428.50
Anticipated Items			
City Furnished Software		All Required	$ 1,300.00
Signal Controller Testing		All Required	1,375.00
			$ 2,675.00
		SUBTOTAL	$43,103.50
		Engineering	6,246.50
		TOTAL	$49,350.00

Length of Project ---------- 0.00 miles

Work Retained in Program Status

Sidewalk Ramps	All Required	$ 2,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,550.00	$ 450.00
Traffic Signal	49,350.00	41,947.00	7,403.00
SUBTOTAL	$52,350.00	$44,497.00	7,853.00
Reserve	17,710.00	15,053.00	2,657.00
TOTAL	$70,060.00	$59,550.00	$10,510.00

Group 1	100%	
Contract No.	9387	
Prefix	726-1925	(PE)
	326-1045	

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
4-82		COUNTY MULTNOMAH
	FEDERAL-AID PROJECT AGREEMENT 3/31/81	PROJECT NO. IX-9956(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N.E. Columbia Blvd. @ N.E. 47th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-18-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,000.00	$ 2,550.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR [illegible] 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 26, 1981

Federal Aid Project
No. IX-9956(10)

N.E. Columbia Blvd. @ N.E. 47th Ave. (Portland) Section
City Street in Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$3,000.00
	TOTAL	$3,000.00

Length of Project ------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,550.00	$ 450.00
Retain in Program Status			
Contract Work	72,000.00	61,200.00	10,800.00
TOTAL	$75,000.00	$63,750.00	$11,250.00

Group 1-100%
Prefix 726-1925

9387

October 12, 1981

ECC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

On October 8, 1981 we received a satisfactory bid from Hill Plain Electric, Inc., 714 S.E. 136th Avenue, Vancouver, Washington 98664 for the N.E. Columbia Blvd. at N.E. 47th Avenue project. We anticipate the financial sharing of the construction cost to be:

Contractor's Bid	$40,428.50
Anticipated Additional Items:	4,675.00
SUBTOTAL	$45,103.50
Contingencies (4 1/2%)	2,029.66
Engineering (10%)	4,510.35
ESTIMATED TOTAL CONSTRUCTION COST	$51,643.51
CITY SHARE: 15% of $51,643.51 =	$ 7,746.53
City Advance Deposit (Rec'd 9-30-81)	9,818.00
OVERPAYMENT	$ 2,071.47

As requested by Dave Hill of your office, we will retain the overpayment in the Local Government Investment Pool until project finalization.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

DES:pf

cc: Jon Rose, Metro

bcc: Vern Skoog, REF: AD # 952

9387

Section N.E. Columbia Blvd at NE 47th Ave Programm Estimate $ 63,000 Eng.

Highway NE Columbia Blvd. Project Length N/A

County Mult. Completion Time 200 Calendays

Kind of Work Traffic Signals Est. Comp. Date 5-13-82

Prefix 726-1925 Letting Date ~~Sept 24, 81~~ Oct 8, 81 Project No. 1X-9956 (10)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 52,494.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
City ~~State~~ Furnished Software	1,300	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,375	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
Sidewalk Ramps	2,000	
Subtotal		$ ~~2,675.00~~ 4,675.00
Contingencies (4-1/2%)		~~55,169.20~~ 57,1 ~~2,482.61~~ 2,5
Engineering (~~8~~, ~~9~~, 10%)		~~5,516.90~~ 5,71
Subtotal		$ ~~63,168.51~~ 65,4
Credit for		
Estimated Net Authorization, Construction		$ ~~63,168.51~~ 65,458.51

APPROVED

Rec'd 9-15-81 G

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 7/31/81

ction N.E. Columbia Blvd. at N.E. 47th Ave

County Multnomah

Kind Of Work Traffic Signal Installation Length N/A

Name Bill Bergstedt

Item	Code	Unit	Quant	Unit Cost	Total
Temporary Protection and Direction of Traffic		All	All	—	1,200.00
Temporary Signs		Sq. Ft.	179	6.00	1,074.00
Flagmen		Hour	30	23.50	705.00
Traffic Signal Installation, Complete		All	All		49,515.-

COST ANALYSIS UNIT. 2 To 6/1/81

THIS ENGINEERING ESTIMATE IS PRICED

BID LETTING Sept 24, 198

9387

Section NE Columbia Blvd at NE 47th Ave Programmi Estimate $ _____

Highway NE Columbia Blvd. Project Length N/A

County Mult. Completion Time 200 Cal. days

Kind of Work Traffic Signals Est. Comp. Date 5-13-82

Prefix 726-1925 Letting Date ~~Sept 24, 81~~ Oct 8 Project No. IX-9956 (10)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 52,494.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
~~State~~ Furnished Software	1,300	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,375	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 2,675

Adjust Utilities:

Subtotal	$	55,169.00
Contingencies (4-1/2%)		2,482.61
Engineering (~~8~~, ~~5~~, 10%)		5,516.90
Subtotal	$	63,168.51
Credit for _____		
Estimated Net Authorization, Construction	$	63,168.51

APPROVED

cc: EARL MERSHON

Rec'd. 8-21-81
EQ
Ok

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 7/31/81

ction N.E. Columbia Blvd. at NE. 47th Ave

County Multnomah

ind Of Work Traffic Signal Installation Length N/A

Name Bill Bergstedt

Item	Code	Unit	Quant	Unit Cost	Total
Temporary Protection and Direction of					
Traffic		All	All	—	1,200.00
Temporary Signs		Sq. Ft.	179	6.00	1,074.00
Flagmen		Hour	30	23.50	705.00
Traffic Signal Installation, Complete		All	All		49,515

~~COST ANALYSIS UNIT.~~

THIS ENGINEERING ESTIMATE IS PRICED

~~BID LETTING~~ Sept 24, 1981

9387

September 18, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

We have advertised the N.E. Columbia Blvd. at N.E. 47th Avenue project for bid opening on October 8, 1981.

Financial sharing of the construction is estimated to be:

Estimated Contract Amount	$52,494
Anticipated Additional Items	4,675
SUBTOTAL	$57,169
Contingencies (4 1/2%)	2,573
Engineering (10%)	5,717
TOTAL	$65,459

City Share: 15% of $65,459 = $9,819

EARLY DEPOSIT: 65% of $9,819 = $6,380

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

$9818
Rec'd L6IP
9-30-81
KEH

GEZ:df
Attachment

bcc w/AD # 952: Jon Rose, Metro
Vern Skoog - Please return completed AD # 952 when advance deposit is received.

2

9387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

Form 734-3122

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

9-16-81

9357

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9956(10)		
2. STATE PROJECT NO. See below		
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME: Multnomah
	5. ITEM NO. 10088	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/16/81	FAU 9956	City Street

10. GENERAL LOCATION:

NE Columbia Blvd. at NE 47th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  City Furnished Software $1,300

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/15/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $67,060 Federal Funds $57,000.

A signed copy of the Title Sheet is returned herewith.

(Funds from 81 Supplemental allocation)

RECEIVED
STATE HWY DIV
SEP 23 '81
REFER TO
FOR
Info | Inv. | R/D | D/R | C.O. | Ass't | File

DATE	15. SIGNATURE OF APPROVING OFFICIAL	16 TITLE
9/16/81	G. K. Hoover	for Division Administrator

1 PR-1240 (12-79) PREVIOUS EDITIONS MAY BE USED

9387

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9956(10)
NE Columbia at NE 47th
Signals, Item #10088

Date: August 25, 1981

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's August 19, 1981 letter requests authorization to proceed with construction of this project. This request will be considered when the full PS&E assembly has been submitted for approval.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 26 '81
REFER TO
FOR
Info | Invest | R/D | D/E | Sign | Act | File

9387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10088
Project No. IX-9956(10)
NE Columbia Blvd. @ NE 47th Ave. (Portland) Sec.
Multnomah County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $67,100 with an obligation of $57,000 in Federal funds (Appn Code 772).

These funds are to come from the FY '81 supplemental allocation.

JLG:bkc

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner
General Files

Form 734-3122

9387

OREGON STATE HIGHWAY DIVISION

TO: Jon Rose 726-1925

SUBJECT: Signal Plans Columbia Blvd @ 47th Multnomah Co.

FROM: Curt Dunn

DATE: 8-7-81

Attached revised plans for subject project. ET Dunn commented on the lack of wheel chair ramps. They are not shown as a construction item.

8-12-81

Buc Swan —

The attached plans have been reviewed by Met Staff and approved without comment by the City. Please note and forward to the Traffic Section.

Jon Rose —

Curtis H. Dunn
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ _____ (SIGNATURE) _____ (DATE)

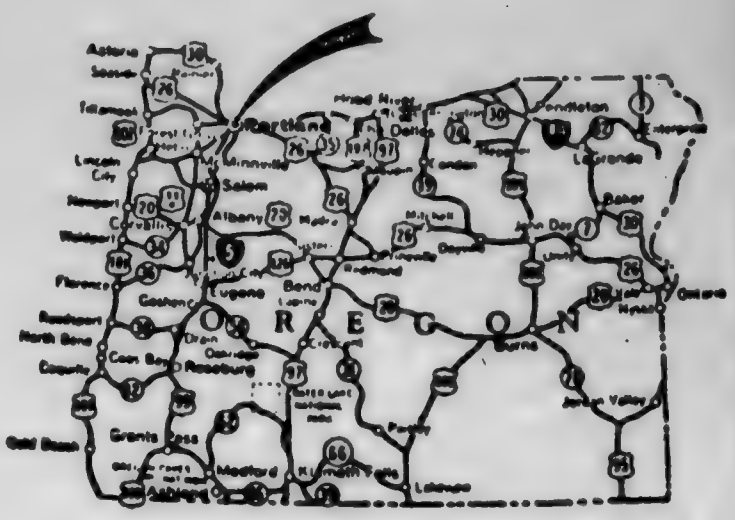
1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

INDEX OF SHEET

SHEET NO.	DESCRIPTION
1	SKETCH MAP AND SUMMARY

				SHEET No.
				1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9956(10)		See Index



CITY APPROVAL

8/11/81
DATE

PLANS PREPARED FOR

BY: _____

PLANS AND SPECIFICATIONS APPROVED BY:

	TITLE	DATE

OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE

ASST STATE HIGHWAY ENGINEER _____ DATE _____

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER _____ DATE _____

MINARY COPY

SUMMUL 27 1981

ITEM

TO MUTUAL REVIEW

ISSION

PORTATION

9387

OREGON STATE HIGH[illegible] DIVISION 8-6-81 [illegible]ghway # 726

120 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-995(40) Prefix 726-1925

Project Name N.E. Columbia Blvd. at NE 47th Ave. (Port City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
AUG 1 1981
Metro R/W Dept.

Signed at Portland, Oregon, this 6th day of August, 1981

City of Portland

Certified By: [signature]
Regional Right-of-Way Supervisor
Date 8-12-81

RIGHT OF WAY CERTIFICATION
RECEIVED
AUG 1[illegible] 1981
M AM ADM RBR CA RS
PMS AS CE OS TA RUE
C 1 2 3 4 F

[signature]
Assistant City Traffic Engineer

RECEIVED
AUG 1[illegible] 1981

Instructions: Complete A or B and C.

9387

May 14, 1981

City of Portland
City Hall
Portland, OR 97204

AGR 4

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7432

Gentlemen:

Attached for your records are two fully executed copies of an agreement for the installation of traffic control signal equipment on N. E. Columbia Boulevard at 47th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

CON 21-1

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 21, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting a $75,000 project to signalize the intersection of N.E. Columbia Blvd. and N.E. 47th Avenue. The intersection is presently controlled by stop signs and beacons. City will perform preliminary engineering and State will supervise construction. The location of the proposed project is indicated on the attached map. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	City Share
Portland	N.E. Columbia Blvd., FAU 9956 at N.E. 47th Avenue	$75,000	$63,750	$11,250

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer Funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

Date 11/26/80

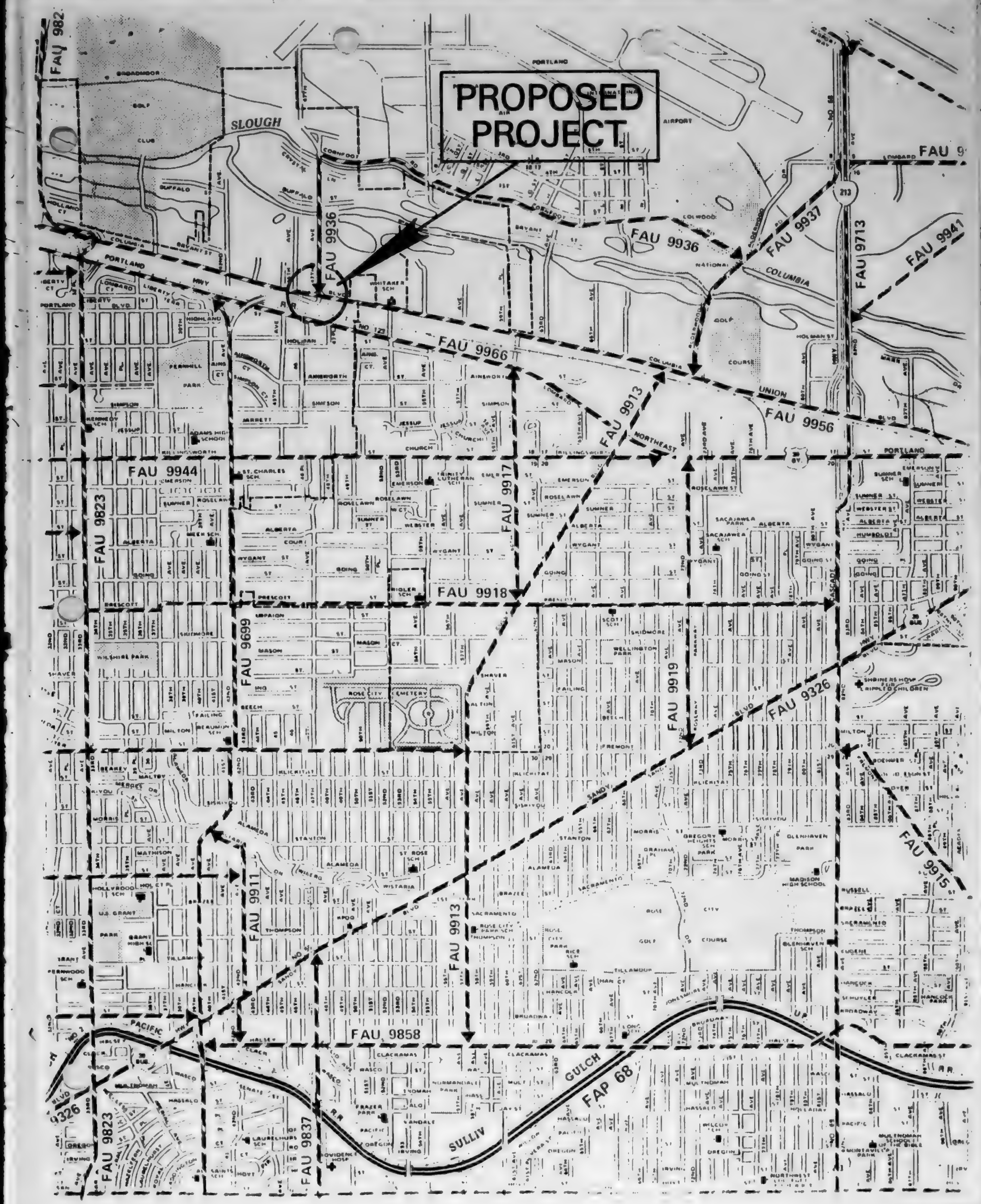
GEZ:pf
Attachment

11-26-86
file to Hammen
cy Marketing

Recipient

Contains Recycled Materials
81-125-1387

SP*75683-125


PROPOSED PROJECT
FAU 982
SLOUGH
FAU 9936
FAU 9937
FAU 9713
FAU 9941
FAU 9966
FAU 9913
FAU 9956
FAU 9944
FAU 9823
FAU 9917
FAU 9918
FAU 9699
FAU 9919
FAU 9326
FAU 9911
FAU 9915
FAU 9858
FAU 9837
GULCH
FAP 68
PORTLAND
AIRPORT
COLUMBIA
UNION
NORTHEAST
SANDY
PACIFIC

9387

THE CITY OF PORTLAND OREGON

IMA PDM PDE FFM SPC
ODOT-METRO

APR 09 1981

BMT PAR PPC FILE T/A

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

April ~~7~~ 10, 1981

Jon Rose, Regional Federal Aid Engr.
Oregon State Department of Transportation
Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

Enclosed are quadruplicate copies of agreement providing for finance, design and construction of traffic signals at the intersection of N. E. 47th and Columbia Boulevard as authorized by Ordinance No. 151354.

Will you please have the proper persons sign all four copies and return two copies to the Auditor, Room 202, City Hall, Portland, 97204. All copies have already been executed by the City officials.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

From Metro JON ROSE | Date 4/10/81

To BOB SWAN

Program Mgmt. Traffic Region 1

Comments: Here are four copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please forward for final action.

Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
APR 10 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9387

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 19, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Warrants for Signalization
Project No. IX-9956(10)
NE Columbia Blvd. @ NE 47th Ave. (Portland) Sec.
Multnomah County

Mr. G.K. Hossner in his Memorandum (HFO.6-OR) of January 7th stated that the project is not eligible for Federal funding, "unless there are extenuating circumstances of unusual nature".

In response to Mr. Hossner's comments I submit, for your reconsideration of eligibility, a copy of an Interoffice Memo from Mr. D.R. Adams of our Metro Branch with attachments from the City of Portland's Bureau of Traffic Engineering.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Ted Spence (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

9387

2-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9956(10)

2. STATE PROJECT NO.: See below

3. FROM: E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10088

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/18/81

8. FEDERAL ROUTE NUMBER: FAU 9956

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

NE Columbia Blvd. at NE 47th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- XX including utility preparatory work TEC $3,000 - F.F. $2550
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letters of 12/19/80 and 2/18/81.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
Mailing
FOR

Orig. 3-20-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/18/81	D K Hassner	for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9387

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9956(10)
Columbia Boulevard @ NE. 47th

Date: January 7, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The program data submitted with Mr. Swan's December 19, 1980 letter has been reviewed. I find that the intersection does not meet full warrants for signalization. Unless there are extenuating circumstances of unusual nature, I cannot authorize Federal funding for this project.

for G. L. Green

RECEIVED
STATE HWY ENGR
JAN-9'81
REFER TO
FOR
Info | Inves | R/D | D/R | Stan | Act | File

9387

January 6, 1981

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2, 1979 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of October 1980 through December 1980 are the following:

Portland

1) East Main St.-East City Limits (Hillsboro) Sec.
2) Gateway Area Traffic Signal Intertie
3) Hollywood District Transportation Project
4) N. Interstate Ave. @ N. Tillamook St. (Portland) Sec.
5) Oswego Hwy. @ Cedaroak Dr. (W. Linn) Sec.
6) NE Columbia Blvd. @ NE 47th Ave. (Portland) Sec.

Note: There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F.B. Klaboe
Director

JLG: jv

bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9387

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to File No.:

PRO 6-2

December 19, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10088
Project No. IX-9956(10)
NE Columbia Blvd. @ NE 47th Ave. (Portland) Sec.
Multnomah County

Attached is support data consisting of PR-1 forms, project maps, and signal warrants for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $3,000 with obligation of Federal funds of $2,550.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations & Statutes.

These requests are based on December 3 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

DRH:bke
Attachments
cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO V. O.

FORM PR-1 (REV. 4-61)

December 19, 1980

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): City St., NE Columbia Blvd. @ NE 47th Ave. (Portland) (21)(65)

ADT — PRESENT — FUTURE — YEAR (66)(70)(71)(72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE, Traffic Signal (25)(62)

NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)

EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER: PREFIX LETTER(S) IX- (14)(23) — NUMBER 9956 (7)(8)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Multnomah

NAME OF URBAN AREA (17-31): Portland

ROUTE NO. U — FEDERAL-AID 9956 — STATE (32) City St. (36)(37) — U.S. ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS City
5					PE		"NE Columbia Blvd. @ NE 47th Ave. (Portland) Sec."	0.0	3,000	2,550		450
5					ROW							
5					CONST (CODE) Y031			0.0	72,000	(I-80N) 61,200		10,800
							PROJECT TOTALS	0.0	75,000	63,750		11,250

(16) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY: D.R.H.

CARD 1 — 14 — PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 19, 1980

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., NE Columbia Blvd. @ NE 47th Ave. (Portland)	ADT				10	Oregon	41	823	10088

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
gnal								IX-	9956	(10)		

	COUNTY NAME	COUNTY CODE	PROGRAM STAGE
rstate Substitutions General Funded	Multnomah	051	1 OR 2
Portland	ROUTE NO. U / FEDERAL-A 9956 / STATE City St. / U.S. ----		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
			0.0	3,000	2,550		450	
W								
NST DE)		"NE Columbia Blvd. @ NE 47th Ave. (Portland) Sec."			(I-80N)			ROW - 60' min.; Access Control- none; Parking Restrictions- partial.
1			0.0	72,000	61,200		10,800	
		PROJECT TOTALS	0.0	75,000	63,750		11,250	

D.R.H.

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

NE Columbia Blvd. @ NE 47th Ave. (Portland) Section
Project No. IX-9956(10)

Existing Facility: Intersection is controlled by a 4-way stop condition.

N.E. Columbia Blvd. (FAU 9956)--- Bituminous surfaced 56 ft. curb to curb section providing 4-11 ft. lanes with 12-ft. median.

N.E. 47th Ave. (to the North FAU 9936)--- Bituminous surfaced roadway providing two travel lanes.

Adjacent Sections: Same as existing facility above.

Project Data: Work under this project consists of the following:

1) Preliminary Engineering all phases including utility preparatory work.

2) Install multi-phase traffic signal, adjust utilities as required and incidental work common to this type of project.

Right of Way: No additional required.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Portland International Airport lies within 2 miles northeasterly of the project, but the proposed work will not cause any conflict with the operations of the airport.

FHPM 4-1-4 Requirements: A-95 review exempted under para. 5e.

FHPM 7-7-2 Requirements: Statewide categorical exclusions approved by FHWA on 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- Not required under Oregon Action Plan.
b) Location/Design ----- Not a factor in the development of this project.

Accommodation of Utilities: A State-City a
with paragraph 6d(1) of PPM 30.4.1 will be

Maintenance: A State-City agreement to co
116, Title 23 U.S.C. will be executed.

Note: 1) This project is in Congressional
2) Included in MSD FY '81 TIP/AE pa

th Ave. (Portland) Section

rsection is controlled by a 4-way stop condition.

9956)--- Bituminous surfaced 56 ft. curb to curb section providing 4-11 ft. lanes with 12-ft. median.

orth FAU 9936)--- Bituminous surfaced roadway providing two travel lanes.

as existing facility above.

r this project consists of the following:

ing all phases including utility preparatory work.

traffic signal, adjust utilities as required and on to this type of project.

onal required.

s, Water Developments, Historical and
he involved.

ernational Airport lies within 2 miles northeasterly ct, but the proposed work will not cause any conflict rations of the airport.

: A-95 review exempted under para. 5e.

: Statewide categorical exclusions approved by FHWA

:

-- Not required under Oregon Action Plan.
-- Not a factor in the development of this project.

Accommodation of Utilities: A State-City agreement to comply with paragraph 6d(1) of PPM 30.4.1 will be executed.

Maintenance: A State-City agreement to comply with Section 116, Title 23 U.S.C. will be executed.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 TIP/AE page 40 item No. 8.

9387

Portland

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: NE Columbia Blvd. @ NE 47th Avenue (Portland)

HIGHWAY NAME: NE Columbia Blvd. (FAU 9956)

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2B	Multnomah	Portland

LENGTH | MILEPOST NUMBER TO | ☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO — IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (I-84 Transfer)

METHOD OF CONSTRUCTION: ☐ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a five-phase, fully activated traffic control signal at the intersection of NE Columbia Blvd. @ NE 47th Avenue.

This installation will replace a four-way stop with overhead flashing beacon.

1 Versteeg ✓
Anderson
2 Christenson
3 Olson
Sullivan
Terpin
4 Trost
Wakerlin

RECEIVED
DEC 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 14,000	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
40		☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 12/16/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - 11'	Same
SHOULDERS	None	Same
MEDIANS	12'	Same
PARKING LANES	None	Same
SIDEWALKS	Both Sides	Same
BIKEWAYS	None	Same
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization (already existing)	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE

_____ (Region)

_____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

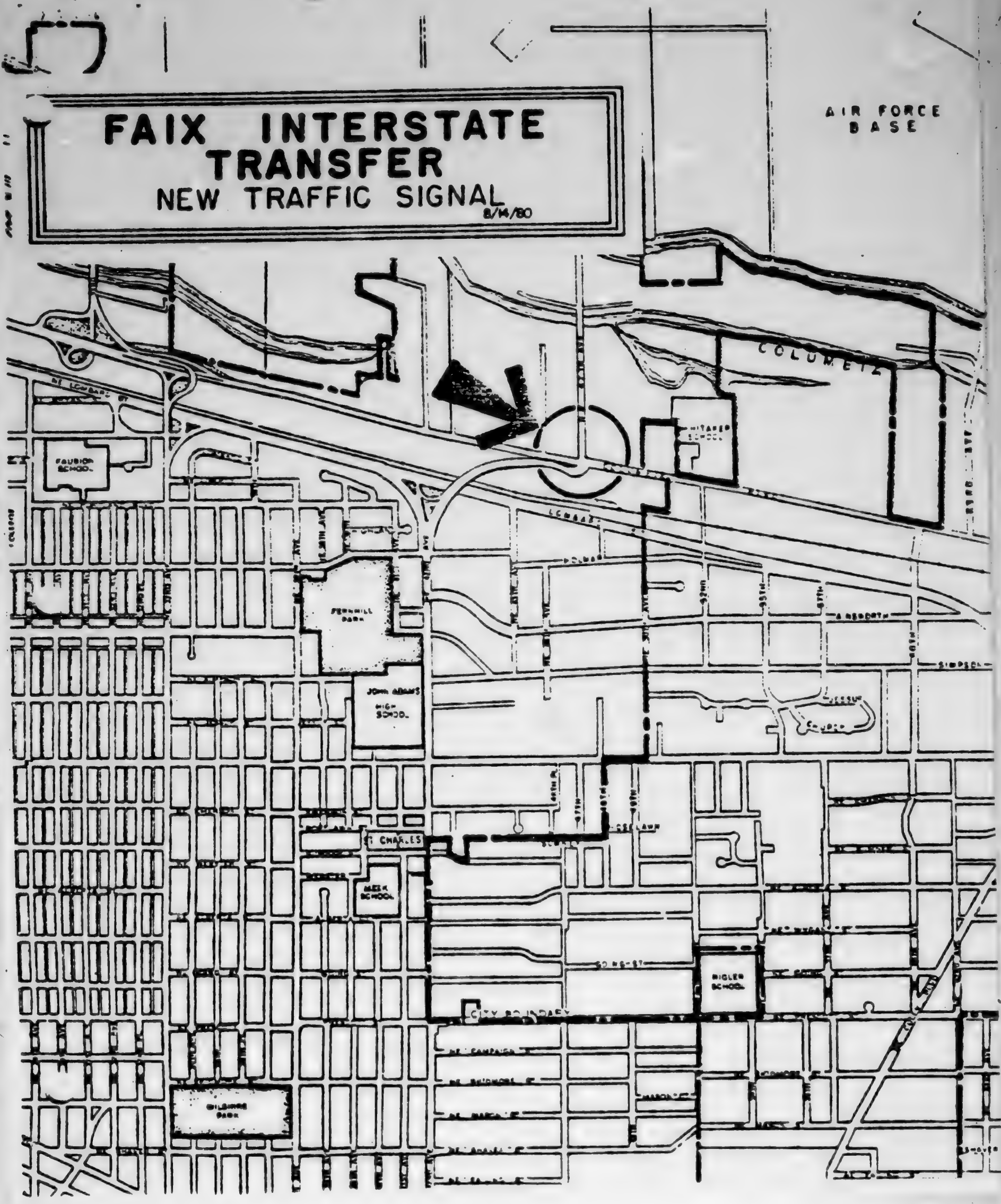
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,000	3.000
RIGHT OF WAY		
TRAFFIC CONTROL	72,000	72.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	75,000	75.000

SUBMITTED BY _____

FAIX INTERSTATE TRANSFER
NEW TRAFFIC SIGNAL

8/14/80



9387 12-10-8 L

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAU PROJECTS					
Street Rehabilitation Project Lebanon	$225,280	$198,250	$13,515	$13,515	11-12-80
Carpool Program Eugene	$ 72,000	$ 63,360	NONE	$ 8,640	12-1-80
Broadway Ave.-Dewey Ave., Second St., FAU 4861 and Broadway Ave.-Auburn Ave., Fourth Street, FAU 4851 Baker	$331,320	$291,560	$19,880	$19,880	12-2-80
6th St.-12th St. "C" Ave./Gekeler Lane, FAU 4620 LaGrande	$371,000	$326,480	$22,260	$22,260	12-9-80
FAIX PROJECTS					
N.E. Columbia Blvd., FAU 9956 at N.E. 47th Avenue Portland	$ 75,000	$ 63,750	NONE	$11,250	11-26-80

December 10, 1980

H. S. Coulter
State Highway Engineer

12-11-80 orig. to Hamman cy Mochring

9327

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No. 80-60

December 4, 1980

Telephone: 238-8386

DAVE HILL
City of Portland
621 SW Alder
Portland, OR 97205

Subject: NE Columbia Blvd. @ NE 47th Avenue
New Traffic Signal
City of Portland
Multnomah County
Planning File 80-60

In September you submitted a request to us for the subject project. Your project estimate is as follows:

PE	$ 3,000
Construction	$72,000
TOTAL	$75,000

In comparing this project with the MSD TIP, there are currently no unobligated PE funds shown in the "New Traffic Signals" project on Page 40 of the TIP. Please request MSD to make an administrative change in the TIP to set up adequate funds in the PE category to cover your estimate.

As we discussed on December 3, you intend to transfer the FAU replacement funds out of this project into a contingency fund and use "straight" Interstate Transfer funds (15% city match) to fund this project. When these administrative adjustments have been made, please call me so that I may notify our Project Management Section in Salem.

E.C. Mershon

E.C. MERSHON
Staff Assistant

cc: M. Klotz
J. Rose
T. Spence
G. Zehner

Attachment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
REFERRED TO _____
FOR _____
FILE: PM FA LG.

File: 80-60

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: NE Columbia Blvd. @ NE 47th Ave.

Jurisdiction: City of Portland

Type of Federal Funds: e(4) X FAU _____ OTHER _____

State Match 0 Local Match 15%

MSD AUTHORIZATIONS FED. $ (Unobligated)

Resolution No.	PE	ROW	CONST.
Oct. '80 TIP "New Traffic Signals" (page 40).	0	0	121,288

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW	CONST.
Sept. '80	Fed. 2,550	Fed. —	Fed. 61,200
	Total 3,000	Total —	Total 72,000

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
2,550	—	—

COMMENTS: _____

RECOMMENDED ACTION: Request C.O.P. to transfer $2,550 (federal) to the P.E. category of the "New Traffic Signals" project.

ACTION TO BE TAKEN: Notify Dave Hill, City of Portland.

Approved:

Earl Meuhon for Max J. Klotz Dec. 3, 1980
Date

9387

December 3, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

NE Columbia Blvd. @ NE 47th Ave. (Portland) Section
Multnomah County

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F.B. Klaboe
Director

JLG: jv

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

Form E-33 (Rev. 9-71)

9387

(NCB00-01)

ACCT 3-14 80-60

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Description Columbia Blvd. @ NE 47th Avenue

Highway Columbia Blvd. FAU 9956 #26

County Multnomah

Date November 13, 1980

Authorization No. 1

Survey Prefix 726-1925 (Assigned by Salem office)

Description of termini, route, length, etc.: Intersection of NE Columbia Blvd. and NE 47th Avenue

Proposed: Five-phase fully actuated signal to replace existing 4-way stop with overhead flashing beacon.

Purpose of survey: City of Portland will do the signal design. State will monitor and complete PS&E.

Jx - 9956(10)
2-18-81

Estimate of cost: $72,000 (construction)
FUNDING: FAIX (I-84 Transfer)
CATEGORY: 3 (S/W Categorical Exclusion)

Estimate of Cost

Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	1,100
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	300
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	800
Administrative Services	(922)	50
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved by Dist 11-26-80 $3,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 29 1981
LOCATION SECTION

Total estimated cost of survey	$ 3,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:

Frank E. Pierpoint
Location Engineer

Approved:

Assistant State Highway Engineer

EKEH

SP*23704-734

9387

Project NE Columbia Blvd. @ NE 47th Avenue

Agency City of Portland Date 11/12/80

Type of Project New Traffic Signal

Funds SOS (FAI-X) FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	⊠	( )
Monitor PE	( )	⊠	( )	( )
Field Survey	( )	( )	⊠	( )
Prepare Environmental Statements	⊠	( )	( )	( )
Review & Process Envir. Statements	⊠	( )	( )	( )
Public Hearings	⊠	( )	( )	( )
Citizen Involvement	( )	( )	⊠	( )
Action Plan Requirements	( )	( )	⊠	( )
Preliminary Design Plans & Specs.	( )	( )	⊠	( )
Prepare for Contract Bids	( )	⊠	( )	( )
Advertise, Let and Award	( )	⊠	( )	( )
Major Construction Engineering	( )	⊠	( )	( )
Lab Testing, Final Checking	( )	⊠	( )	( )
Utility Responsibility	( )	( )	⊠	( )
Maintenance After Completion	( )	( )	⊠	( )
Signal Maintenance	( )	( )	⊠	( )
Power Consumption	( )	( )	⊠	( )
Local Match	( )	( )	⊠	( )
Provide for Right-of-way Agreement		(Yes)	No	

Construction by Contract ⊠ State Forces ( ) Local Forces ( )

Advance Deposit Required PE ( ) Construction ( ) N/A ⊠

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

9387

FEDERAL AID PROJECT REQUEST

Date July 1980

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS____ Project FAIX Interstate Transfer

Federal Aid Route No. 9956 Route Name Columbia Blvd.

Project Name New Traffic Signal, N.E. Columbia Blvd. @ 47th

Project Length____ Project Location (Attach sketch map)

Project Description A new Traffic Signal at the intersection of N.E. Columbia Blvd. and 47th Avenue. The new signal will replace an existing 4-way stop with beacons, thereby providing safety and reducing congestion and delays.

Average Daily Traffic Approx. 14,000 AWDT Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36-56 feet Travel Lanes 5 lanes Col. Blvd. Shoulders No

Medians No Parking____

Sidewalks Yes

Remarks____

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks No changes proposed in existing roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width____ Minimum 60' Maximum 70'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No____

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks All work will be done in existing right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

4-way stop with overhead flashing beacon.

2. Proposed Signalization:

Location N.E. Columbia Blvd. @ 47th Avenue

Type Fully actuated
Phases Five
Type of Suspension Span Wire
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA N.A.

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks

V. STRUCTURE DATA N.A.

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA N.A.

1. Are there any railroad crossings? Yes _____ No _____

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bureau of Traffic Engineering - Jim Wilson ~~Mike Bauer~~ Office
2. Environmental — " " " " Office
3. Public Hearing — " " " " Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant ~~X~~ State X * Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes X No _____

If "yes," describe briefly: Traffic Engineering will provide ~~engineering~~ signal design. ~~inspection~~. State will let the contract and perform construction engineering.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ _____
Right-of-way costs (if participating)	_____
Traffic control	72,000
Illumination	_____
Structures	_____
Railroad	_____
Other _____	_____
Preliminary engineering	3,000
PROJECT TOTAL	$ 75,000

* Remarks Revised at request of Steve Riddell in conversation with Jon Rose. E.C.M. 11-17-80.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or _____ COUNTY

By Nagat By _____

By _____ By _____

By _____

9387

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: NE Columbia Blvd. @ NE 47th Avenue

HIGHWAY NAME: NE Columbia Blvd. (FAU 9956)

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2B	Multnomah	Portland

LENGTH	MILEPOST NUMBER		
	TO	[ ] RURAL	[X] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER FAIX (I-84 Transfer)

METHOD OF CONSTRUCTION: [ ] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [ ] STRUCTURE [ ] SIGN [X] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Install a five-phase, fully activated traffic control signal at the intersection of NE Columbia Blvd. @ NE 47th Avenue.

This installation will replace a four-way stop with overhead flashing beacon.

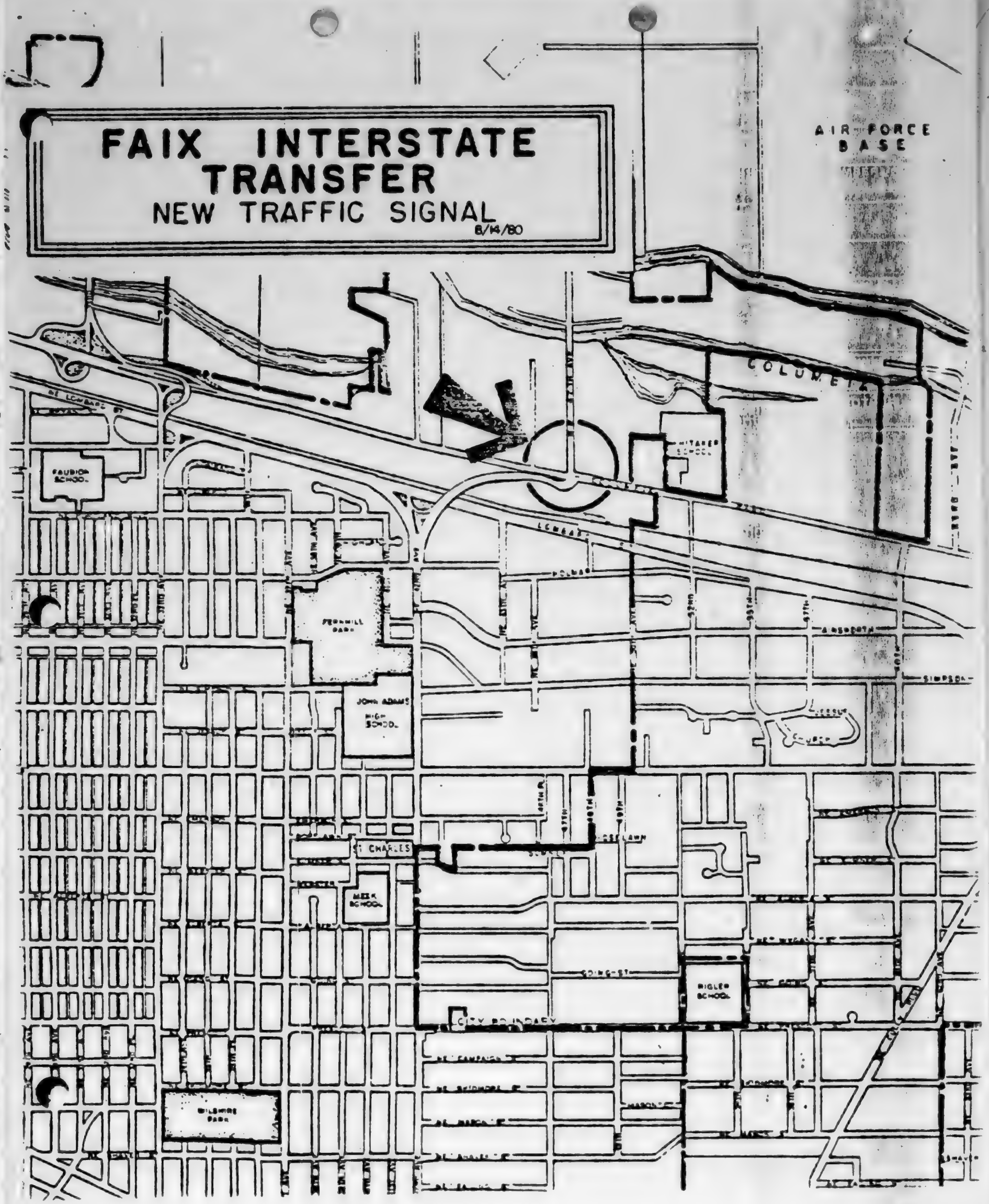
2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 14,000	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
40		[ ] LIGHT [ ] MEDIUM [ ] HEAVY

FAIX INTERSTATE TRANSFER
NEW TRAFFIC SIGNAL
8/14/80



3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY		6.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - 11'	Same
SHOULDERS	None	Same
MEDIANS	12'	Same
PARKING LANES	None	Same
SIDEWALKS	Both Sides	Same
BIKEWAYS	None	Same
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization (already existing)	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,000	
RIGHT OF WAY		
TRAFFIC CONTROL	72,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	75,000	

SUBMITTED BY _____

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY
OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES
CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS
CONTRACT NUMBER
INDEX
NONE

INDEXING BEGINS WITH : 9375 (1980) (Cont'd from Reel 227) ENDS WITH 9387 (1980)
FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	228	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 9th DAY OF December 19 91 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley
SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)